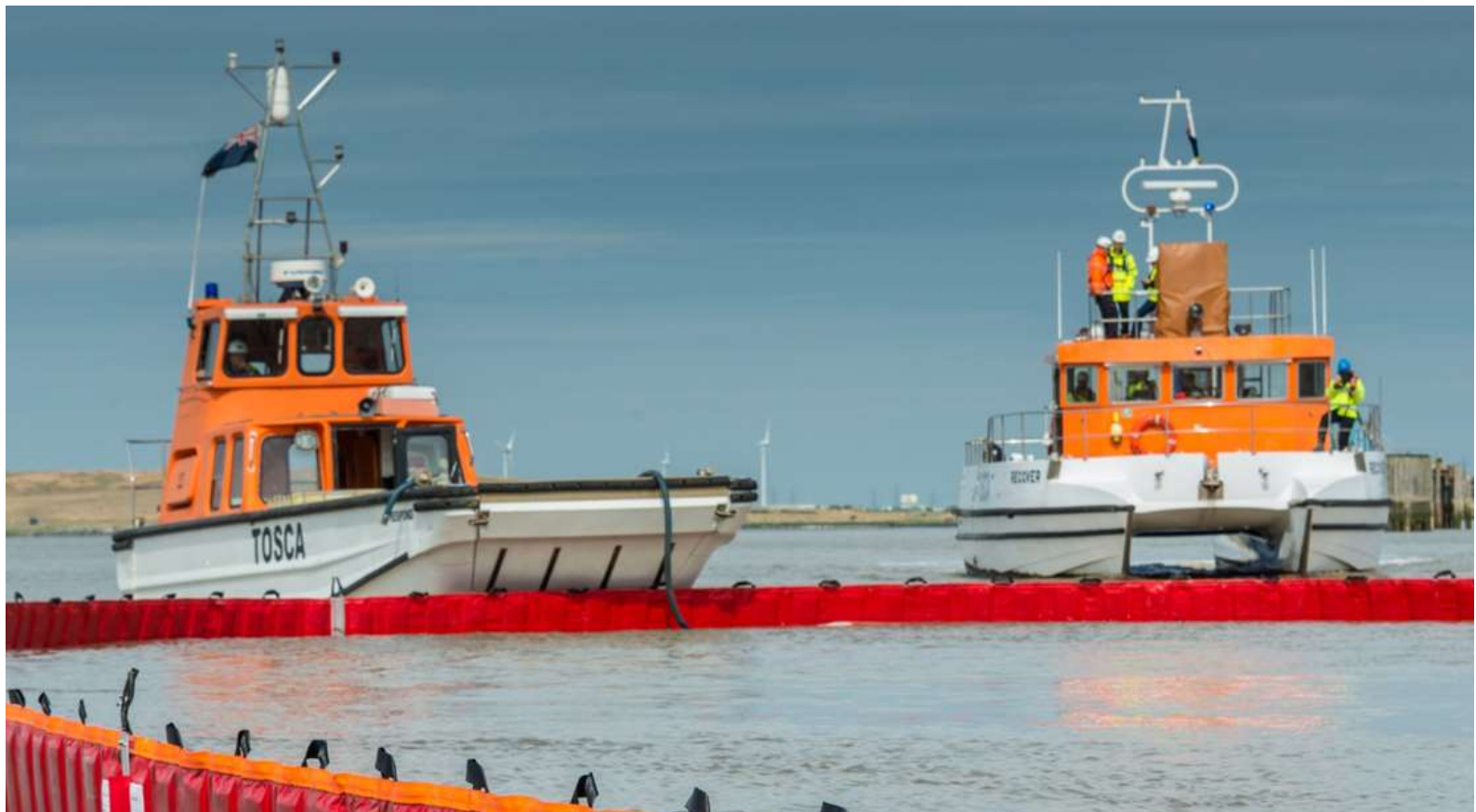


# TOSCA

Thames Oil Spill Clearance  
Association



The UK Government has obligations under the International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (the OPRC Convention). The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 (SI 1998 No 1056) implement the obligations of the Convention. In particular, they require harbour authorities to have a duty to prepare plans to clear oil spills from their harbour and for those plans to be compatible with the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP).

In 1992 the Port of London Authority (PLA), in conjunction with local industry, established TOSCA as a 24 hour 7 days a week marine oil spill response unit for the Thames, in compliance with OPRC Regulations and guidelines issued by the Maritime Coastguard Agency.

TOSCA is managed and operated by the PLA. It is funded by a levy on mineral and edible oil cargoes, as well as conservancy dues levied on all vessels to take account of bunker fuel. TOSCA has an impressive membership base providing an active association for the prepared response to pollution.

TOSCA is able to respond to oil spills over a wide area of the Thames but is primarily focused on providing a rapid response to any potential oil pollution incident at oil handling facilities and major terminals where bunkering operations regularly take place.

# TOSCA



TOSCA Members	
Greenergy	Nu-Star Terminals
Shell UK	V-Marine
London Gateway	Esso Petroleum Company
F.M. Conway Ltd	Stolthaven Ltd
ADM Erith	Oikos
Port of London Authority	

# TOSCA RECOVER

This vessel is a GRP asymmetric catamaran hull with a Lamour brush cartridge system installed between the two hulls. When operating in collection mode the oleophilic brush system is lowered by hydraulic rams until it is partially immersed in the polluted water. Oil floating on the surface of the water is forced into the cartridge by the forward motion of the vessel and onto the oleophilic fibre brushes which are fixed to the circumference of five wheels mounted on a common axle.



As the wheels are rotated through the polluted water, oil adheres to the brushes and is carried up to the top of the cartridge where it is removed from the brushes into a collection tank by a series of scraper blades. The vessel has two 4 tonne holding tanks, one in each hull. The Lamor oil collection cartridge is capable of collecting oil of varying viscosities and has a maximum collection rate of 100 cubic metres per hour.

# RECOVER

Vessel Statistics	
Vessel Name	Recover
Vessel Type	Prout Catamaran
Length Overall	16.5m
Beam	6.8m
Draught	1.2m
Displacement	27 T
Engines	2 Caterpillar 3406E diesels
Top Speed	18 Knots
Equipment on Board	Lamour brush cartridge system 1 x Komara 12K pump including hoses 2 x Spate pumps including hoses Exotox gas detector Rope mop and hydraulic pump 10 x Absorbent boom and RP18 rolls 1 x Palfinger crane SWL 3.1 T



# TOSCA RESPOND

The Respond is a GRP hulled rapid response vessel fitted with spate pump, power pack and delta head skimmer. While Recover is away on refit the Respond is the main standby pollution vessel.

The vessel normally carries a 1 tonne oil storage tank on deck. A bow ramp may be lowered to facilitate access to the foreshore in order to land or load pollution equipment at locations where land side access is difficult or restricted.



# RESPOND

Vessel Statistics	
Vessel Name	Respond
Vessel Type	PTK 512
Length Overall	12.65m
Beam	3.2m
Draught	0.5m
Displacement	10.5 T
Engines	2 Volvo Penta AD/42 DP diesel engines
Top Speed	25 Knots
Equipment on Board	1 x Schultz tank 1 x Delta Head Skimmer including hoses 1 x Spate pump 2 x Absorbent boom and RP18 rolls



# TOSCA Barge VITAL

The barge 'Vital' is the main storage facility for the majority of TOSCA's oil pollution equipment as well as providing further storage for any recovered oil. It can be quickly released from its moorings off Gravesend and moved to the scene of an oil spill. It carries various booms which can be deployed directly into the water and towed to the scene of a spill. The hold stores portable power packs, absorbent materials, skimmers and pumps which the standby vessel 'Respond' can quickly deliver to other locations.

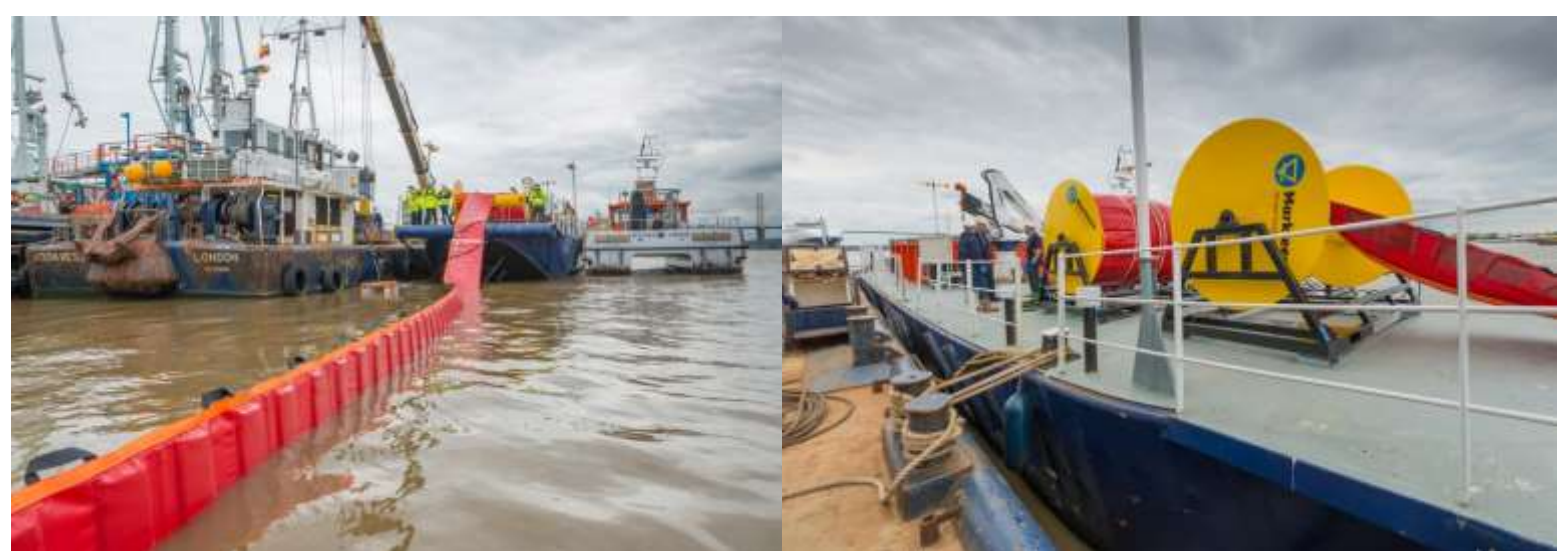


- Additional oil spill equipment is held by the PLA at strategic locations along the river providing additional resilience to a comprehensive oil spill response plan.



# VITAL

2 x 1500 Fence boom on hydraulic reels (800 mtrs each)	1 RoBoom power pack
1 Dragonfly skimmer	Towing brackets and connections for Shore Guardian boom
1 Komara Skimmer including hoses	Absorbent Boom 84 packs of 4
2 air blowers	90 Rolls of RP 18 Absorbent
1 hydraulic pump	10 Boom anchors
180 metres of 750 Troil Boom in 6 bags complete with tow ends	180 metres of Vikoma Shore Guardian inflatable boom
200 metres of 1100 Troil Boom in 10 Bags complete with tow ends	4 Fast Tanks for temporary storage of oil or oiled waste



# Additional Information

## Tier System Summary

Under the National Contingency Plan oil spills are classified as being of one of three levels.

- Tier one - Small operational spills. A spill that can be dealt with immediately utilising local resources without assistance from other areas.
- Tier two - Medium sized spill. A spill that requires assistance from other providers.
- Tier three - Large sized spills. Beyond the capability of the local and regional resources. A spill that requires national assistance through implementation of the National Contingency Plan.

The Port of London Authority designates TOSCA as the tier one responder while the tier two responder for the Port of London Authority is currently Adler & Allan. In the event of a tier three spill the response in the port would be managed by the Marine Coastguard Agency (MCA) under the National Contingency Plan.

## Contacts

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