



**Maritime &
Coastguard
Agency**

Head of Counter Pollution and
Salvage
Bay 2/2
Spring Place
105 Commercial Road
Southampton
SO15 1EG

The Mersey Docks and Harbour
Company Ltd
Maritime Centre
Port of Liverpool
L21 1LA

Tel: +44 (0)20 381 72483
E-mail: Stan.Woznicki@mcga.gov.uk

Your ref: The Mersey Docks and
Harbour Company Limited
– Oil Transfer Licence
Application – received 3
Feb 22

Our ref: The Merchant Shipping
(Ship-to-Ship
Transfers) Regulations
2020, as amended

13 July 2022

OIL TRANSFER LICENCE - CONSENT

I refer to your application for an Oil Transfer Licence, which seeks to establish a transfer capability for oil cargoes from one ship (known as the mother vessel) to another ship (known as the daughter vessel) at the Tranmere Oil Terminal within the statutory harbour limits of the Mersey Docks and Harbour Company Limited.

The MCA has considered the application under the terms of the Merchant Shipping (Ship-to-Ship Transfers) Regulations 2020, as amended ('the 2020 Regulations'), and has regarded the application as being made by you, for the purposes of the 2020 Regulations, as the competent Harbour Authority¹ for the designated area.

¹ The MS (StS) 2020 Regulations define 'Harbour Authority' by reference to the definition in s 57(1) of the Harbours Act 1964 as: "any person in whom are vested under this Act, by another Act or by an order or other instrument (except a provisional order) made under another Act or by a provisional order powers or duties of improving, maintaining or managing a harbour;



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The application has been assessed as fully compliant with the requirements noted in the 2020 Regulations. Accordingly, the application for an Oil Transfer Licence is granted in accordance with Schedule 2 paragraph 5 of the 2010 Regulations, with the following conditions:

- Ballast operations should be undertaken in compliance with the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, Regulation D1 standard an acceptable control method, unless there is capability to meet the Regulation D2 standard, in which case such operations should be undertaken to meet the D2 requirements.
- Upon entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, ballast operations are to be undertaken to ensure full compliance with the Convention, whilst applying the highest standard of management (D1 or D2) available on board the ship.
- Throughout all oil cargo transfer operations the Harbour Authority must ensure that the most appropriate Tier 1 pollution response capability, as declared within the Port of Liverpool Oil Spill Contingency Plan and in the OTL Application, can be deployed to the incident scene within 1 hour of any spill. Further, when needed, arrangements must be in place to ensure that the phased on-scene deployment of Tier 2 capability is achievable not more than 4 hours after any spill occurring.

You are to note the requirement at Schedule 2, Regulation 5, paragraph 2 through 4 of the 2020 Regulations that requires you to inform the Maritime and Coastguard Agency should any of the circumstances noted in this application change, such that a re-assessment of this licence approval may need to be undertaken.

Yours sincerely



Stan Woznicki

Head of Counter Pollution and Salvage
Maritime and Coastguard Agency