



## **Firewater Containment**

### **Port of Boston APCr Handling & Storage**

**The Dock, Boston, Lincolnshire, PE21 6BN**

Beauparc

## **Fires on Site**

The only areas where there is the potential for a fire to occur is inside the buildings where combustible materials are handled and stored. The APCR is non-combustible.

No fires will be permitted on the site. Any such fire(s) occurring will be treated as an emergency and the Fire Authority and Environment Agency notified. The Fire and Rescue Service is regularly consulted and invited to the Port of Boston to provide advice and guidance where required. In the event a fire is discovered, 999 will be rung as soon as is safe to do so and the Environment Agency to be rung at the earliest possible time (within 24hrs).

Given the building construction and the non-combustible nature of the APCR in Buildings 12 and 14 it is unlikely that a fire would occur in these buildings. The nearest building is unit 8, which is unoccupied and is made of steel frame construction and steel cladding. It is also unlikely that a fire would start in this building and spread to units 12 and 14.

## **Likelihood of fire**

The Port of Boston carry out Fire Risk Assessments in all areas of the Port. The potential causes of fires are:

**Arson or vandalism** -The port is covered by 24 hour security, including CCTV and is compliant with the Port Marine Safety Code.

**Self-combustion** – APCr is inert.

**Plant or equipment failure** – The Port of Boston operate an inspection and maintenance regime, including statutory insurance inspections.

**Electrical faults** – the Port of Boston operate an inspection and maintenance regime, including statutory PAT and fixed wire testing.

**Naked lights** – Fires are not permitted on the port estate.

**Discarded smoking materials**- Smoking is restricted close to the storage areas, and all persons are reminded to discard cigarettes in a responsible manner.

**Hot works** (e.g. welding or cutting) – Hot works by Port of Boston, Contractors or ship's crew is controlled by Permits to work.

**Open burning** - Bonfires not allowed on the Port Estate.

**Damaged or exposed electrical cables** – By very nature all electrical cables are monitored and kept in good working order.

**Reactions between incompatible materials** – All products are handled against risk assessment, but there are no incompatible materials identified.

**Neighbouring site activities** – The normal activities of adjacent businesses or domestic neighbours does not increase the risk of fire and they are not in the immediate vicinity.

**Hot loads deposited at the site – Not applicable**

### **Preventing Fires**

- In order to prevent fires the Port of Boston will:
- Control sources of ignition such as naked flames, and welding with Permits to work.
- Reinforce fire prevention messages using signs.
- Ensure staff, contractors and ship's crew follow safe working practices when undertaking hot working, such as welding and cutting, which will only be carried out under a Permit to Work.
- All visitors will be required to follow the correct safety and fire prevention procedures.
- No smoking policy or ensure designated smoking areas are situated away from combustible materials.
- Continue with their regular maintenance and inspection programme for all site areas (including plant and equipment).
- Site security measures are in place with security fencing, and CCTV to reduce the risk of arson.
- Safe distances are observed between plant and material when the site is not staffed, although security are in site 24/7/365
- The Port has a large area of some 2 acres to be able to provide a dedicated emergency or quarantine area big enough to cope with a major incident with a clear area of at least 10m around the perimeter.

### **Detecting and suppressing fires**

If a fire starts, the quicker it is detected and tackled the better. The Port of Boston has portable extinguishers that are all inspected and tested. It also has its own fire hydrants allowing for the continuous supply of mains water as well as a more than sufficient water supply in the dock basin that can be pumped onto a fire, the Fire Brigade have practised for this eventuality and are now well versed.

### **Containing and mitigating fires**

The prevailing wind direction is South Westerly and there is a wind sock located on the Warehouse at the West End of the dock basin to assist with confirmation of wind direction and speed. An EA/FRS operational Incident Plan 7.2(d) has been formulated and the Port of Boston communicate with the local FRS to ensure eventualities are mentioned in on board Fire Engine Tactical Information plans.

The Port of Boston have reasonably practicable measures in place to limit the size, duration and impact of a fire. However, instruction will be taken from the professionals, i.e. the Fire & Rescue

Service. They may opt to take defensive, offensive measures, or both based on training and dynamic risk assessment on the basis that not all fires are the same and differing approaches may be taken.

### **Managing fire water**

The Port of Boston have a contract with Bates Environmental Services in an emergency situation to attend with tanker(s) 24/7 to suck and contain such things as fire water run off or any other pollutants.

The Port of Boston have their own staff certificated and trained in oil pollution incidents, to which cross over of training can be adopted in a fire situation.

The quay edge is naturally bunded, by the Environment Agency's own coastal flood defence up-stand wall which is some 30cm high. There are surface water gullies that do run into the dock basin, which will be covered with metal plates to prevent fire water run off entering the gullies.

Water gullies to the rear of the storage area run into surface water drains, which can be bunged in a manhole away from any potential fire area to either allow the Fire Brigade to recirculate fire water run-off, or to allow Bates Environmental to suck water into tankers and dispose of in an environmentally acceptable way.