



Teesport Dockside Storage Facility Environmental Permit Application

Fire Prevention Plan

PD Teesport Ltd

17-27 Queens Square, Middlesbrough TS2 1AH

Prepared by:

SLR Consulting Limited

Mountbatten House, 1 Grosvenor Square,
Southampton SO15 2JU

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V1	19 December 2025	Stuart Moroney	Maggie Dutton	Maggie Dutton
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Basis of Report

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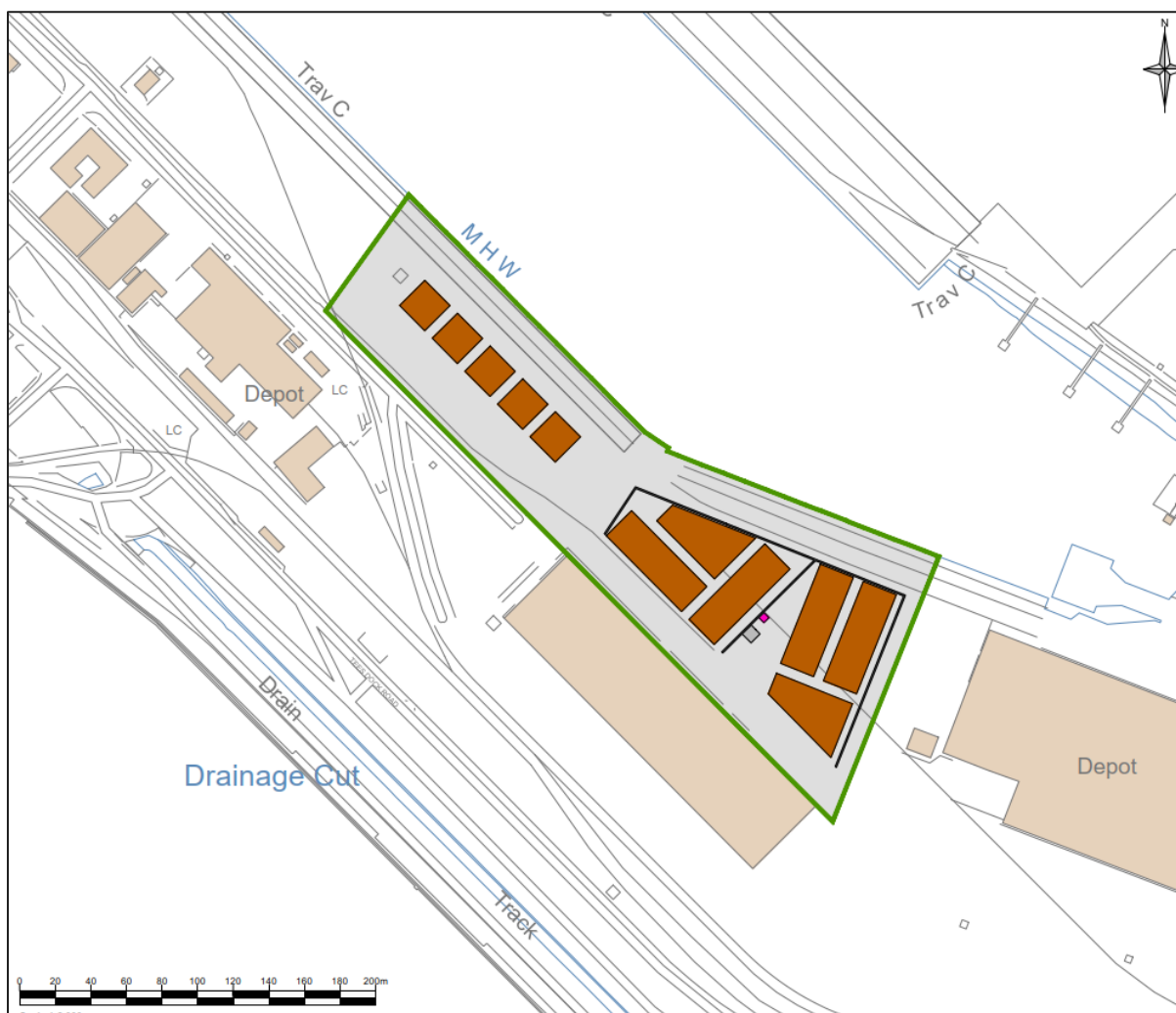
Appendix A	Emergency Contact List
Appendix B	Waste Acceptance Procedures Summary



1.2 Proposed facility

The site will be used for the external storage of non-hazardous wastes prior to transfer to cargo vessels for the purpose of export. No treatment will take place at the site. The Environmental Permit boundary is illustrated in Figure 1-2.

Figure 1-2 Permit Boundary



2.0 Types of Combustible Material

2.1 Combustible Waste

The EP allows for the following waste types to be accepted on site which are defined as 'combustible materials' in the EA's FPP Guidance:

- RDF;
- Metals other than WEEE;

The permit allows for the waste types identified in Table 2-1 to be accepted at the Site.



Table 2-1 List of Permitted EWC Codes

EWC Code	Description
15	WASTE PACKAGING: ABSORBENTS, WIPING CLOTHS, FILTER MATERIALS AND PROTECTIVE CLOTHING NOT OTHERWISE SPECIFIED
15 01	Packaging (including separately collected municipal packaging waste)
15 01 04	Metallic packaging
16	WASTES NOT OTHERWISE SPECIFIED IN THE LIST
16 01	End-of-life vehicles from different means of transport (including off-road machinery) and wastes from dismantling of end-of-life vehicles and vehicle maintenance (except 13, 14, 16 06 and 16 08)
16 01 17	Ferrous metal
16 01 18	Non-ferrous metal
17	CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES)
17 04	Metals (including their alloys)
17 04 01	Copper, bronze, brass
17 04 02	Aluminium
17 04 03	Lead
17 04 04	Zinc
17 04 05	Iron and steel
17 04 06	Tin
17 04 07	Mixed metals
19	WASTES FROM WASTE MANAGEMENT FACILITIES, OFF-SITE WASTE WATER TREATMENT PLANTS AND PREPARATION OF WATER INTENDED FOR HUMAN CONSUMPTION/INDUSTRIAL USE
19 10	Wastes from shredding of metal-containing wastes
19 10 01	Iron and steel waste
19 10 02	Non-ferrous waste
19 12	Wastes from the mechanical treatment of waste (for example sorting, crushing, compacting, pelletising) not otherwise specified



EWC Code	Description
19 12 02	Ferrous metal
19 12 03	Non-ferrous metal
19 12 10	Combustible waste (refuse derived fuel)
20	MUNICIPAL WASTES (HOUSEHOLD WASTE AND SIMILAR COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL WASTES) INCLUDING SEPARATELY COLLECTED FRACTIONS
20 01	Separately collected fractions
20 01 40	Metals

2.2 Persistent Organic Pollutants (POPs)

It is understood that POPs will not be present within the waste types to be accepted or stored on site.

2.3 Other Combustible Materials

No non-waste combustible material will be stored on site.

3.0 Using this FPP

3.1 Where the Plan is Kept and how Staff Know how to Use it

A copy of this FPP will be kept by the Risk and Resilience Team, and within the Operations Team office, and in the Security Office located near the entrance to the docks. The security office is manned 24 hours a day, 7 days a week; therefore, the plan is accessible to any relevant third party, including Cleveland Fire and Rescue Service (CFRS) when the Site is closed. CFRS will be issued an electronic copy and have been notified that a hard copy of this plan is with security.

All staff will be made aware of the contents of the FPP and the procedures that are in place in the event of a fire on site during their induction and through periodic refresher training. PD Teesport will conduct regular training sessions, and fire safety drills, as described in Section 3.2.1 below. Contractors, visitors and drivers working on site will be made aware of on-site working procedures to ensure they know what they must do:

- To prevent a fire happening; and
- During a fire if one breaks out.

3.2 Testing the Plan and Staff Training

3.2.1 Staff Training and Procedures

All staff will receive training in the use and selection of fire extinguishers, site evacuation, fire safety and all relevant emergency procedures, in addition to training according to their individual duties. This training will be refreshed annually, and in the event of a fire or any



changes to the FPP to ensure the site operatives have up-to-date knowledge of procedural expectations.

All staff and contractors working on site will be made aware of the contents of the FPP and the procedures that are in place in the event of a fire on site during their induction. Staff carry out a weekly fire drill (for both day and night shifts) and test of all fire-fighting equipment including mobile fire pumps. A Standard Operating Procedure (SOP) for the safe use of the mobile fire pumps is available in the EMS.

The staff training will be regularly refreshed, as a minimum on an annual basis, or in the event of non-compliance or change to the operations on site which affect fire risk and management.

Certain members of staff on site will be trained as Fire Marshals. A Fire Marshal will always present on site.

The procedures for fires discovered on site will be provided both in the site's EMS and the on-site security office.

PD Teesport will review the FPP once a year, or in the event of any significant changes to site operations, to ensure that the contents are still relevant and that all staff members' knowledge is current and up to date.

3.2.2 Testing the FPP

The FPP will be implemented across the Site and all fire management equipment will be maintained in line with schedules set by PD Teesport.

Emergency drills will be carried out for both day shift and night shift staff on a weekly basis. If any issues are found during these fire drills, the FPP will be updated or amended accordingly, and site operatives will be re-trained. A record is kept of all fire practices by the Risk and Resilience Team.

Regular checks are made of all escape routes and equipment to ensure they are unobstructed and in good working order.

PD Teesport will conduct a test of the FPP annually, or in the event of any significant changes to site operations, to ensure that the contents are still relevant and that all staff members' knowledge is current and up to date.

The FPP will be kept under regular review and revised where necessary, for example if:

- There is a reason to suspect it no longer meets the objectives of the EA's FPP guidance;
- The Site has a fire or identifies a near miss of a fire;
- On site activities/operations are changed;
- The environment surrounding the site changes; or
- The EA ask PD Teesport to revise the FPP due to concern over the risk posed by on site operations.

If the FPP is revised, a copy will be sent to the EA for approval.



4.0 FPP Contents

4.1 Activities at the Site

The Site will be permitted as a waste storage facility, accepting up to 500,000 tonnes per year of non-hazardous waste consisting of clean, pre-treated scrap ferrous metal, smaller quantities of non-ferrous metal scrap and Refuse Derived Fuel (RDF).

The waste will be bulk stored over a period of approximately two to three weeks and then some of it moved to the dockside where it will be stored temporarily in smaller piles in anticipation of the arrival of a cargo vessels. The two primary waste types to be accepted at site are ferrous metal and RDF, although smaller quantities of non-ferrous metal, such as aluminium may also be accepted time to time.

There will be no treatment activities on site - the waste will arrive pre-treated and suitable for furnace melting.

All waste will be stored on an impermeable surface and sealed drainage system. The Site will not store more than 45,000 tonnes of waste at any one time.

4.1.1 Specified Waste Management Activities

The activity carried out at the site is defined under Annex II of the Waste Directive Framework as follows:

- **R13:** Storage of wastes pending any of the operations numbered R1 to R12 (excluding temporary storage, pending collection, on the site where it is produced);

4.1.2 Storage of Waste

The waste being stored will include the following categories of materials:

- Heavy ferrous metals, including plate and girder.
- Shredded ferrous light iron.
- Non-ferrous metals, including aluminium and copper.
- Refuse Derived Fuel (RDF)

4.1.3 Other Incidental Materials

The waste will arrive at the site having already undergone extensive processing at its site of origin. The level of contamination by incidental materials within the metal is expected to be very low.

However, typical materials may include:

- Non Metallics – paint flakes and chips from coated materials and adhered dirt; and
- Metallics – Metal particles.

4.2 Environmental Management System

PD Teesport is externally certified to the following standards which are registered through the British Standards Institute and audited by Lloyd's Register:

- ISO 14001 (Environmental Management)
- ISO 9001 (Quality Management)
- ISO 50001 (Energy Management Systems)



These standards are an integral part of the Environmental Management System (EMS) which operates across the company.

Therefore, the procedures used in the management of the Site ensure that all suitable and appropriate pollution prevention and control techniques are implemented and monitored as part of the EMS.

4.3 Site Plan

The site is located on Tees Dock Road, Middlesbrough, North Yorkshire, TS6 6UD centred on National Grid Reference (NGR) NZ 54836 23042. The city of Middlesbrough is located approximately 10km west of the site. The site location can be seen in Figure 1-1.

The surrounding area is comprised predominantly of port-related industry. The North Sea is situated approximately 4.5km north, and the site is located on the Tees Dock, part of the mouth of the River Tees which flows to the north of the Tees Dock in a south-north direction adjacent to the western boundary of the site.

The total area of the proposed facility is approximately 3.6 hectares and is situated within the wider port area. Access is via Tees Dock Road which is near the westernmost point of the permitted area. At its closest point, the nearest residential receptor is approximately 2.5 km to the northeast in Dormanstown.

4.4 Plan of Sensitive Receptors Near the Site

The surrounding land uses and local receptors and cultural and natural heritage receptors within 1km are shown in Figures 4-1 and 4-2 below. The Site is positioned on one side of Teesport Docks, bounded on the eastern side by water. It is surrounded almost entirely by port-related industrial premises.

The surrounding land-use and receptors are summarised in Table 4-1 below.



Table 4-1 Surrounding Land Use

Boundary	Description
North	The Tees Dock lies directly adjacent to the site to the north, beyond which are port-related industrial and commercial premises, including container storage and distribution centres for Tesco and Asda.
East	Extending for a kilometre to the east are maintenance and storage facilities related to British Steel.
South	Immediately to the south - and extending for over a kilometre - are industrial premises that form the south bank of the Teesworks development. Companies occupying this development include Tarmac, Hanson and SeAH Wind.
West	Commercial and industrial premises are located adjacent to the west of the site, beyond which is the local road network and a surface water ditch.

4.4.1 Industrial and Commercial Premises

The site is located within the heavily industrialised Teesport development. There are port-related industries surrounding the proposed facility on all sides. The River Tees container terminal sits adjacent to the north, the P&O Ferry Terminal Park lies adjacent to the south-east and a Warehouse and Tees REP Power Station lie adjacent to the west.

4.4.2 Local Transport Network

The transport network in the immediate vicinity of the proposed site is the port's own network system which includes both roads and railway lines. The closest railway line is approximately 85m to the south. Additional spurs of the railway run approximately 85m north of the facility. The only external road is Tees Dock Road, which provides access to both the port and the proposed site and lies approximately 115m to the south.

4.4.3 Areas of Open Space / Agricultural / Woodland

There are no areas of agricultural land located within 1km of the Site

4.4.4 Residential Properties

There are no residential properties within 500m of the proposed facility.

4.4.5 Educational & Recreational

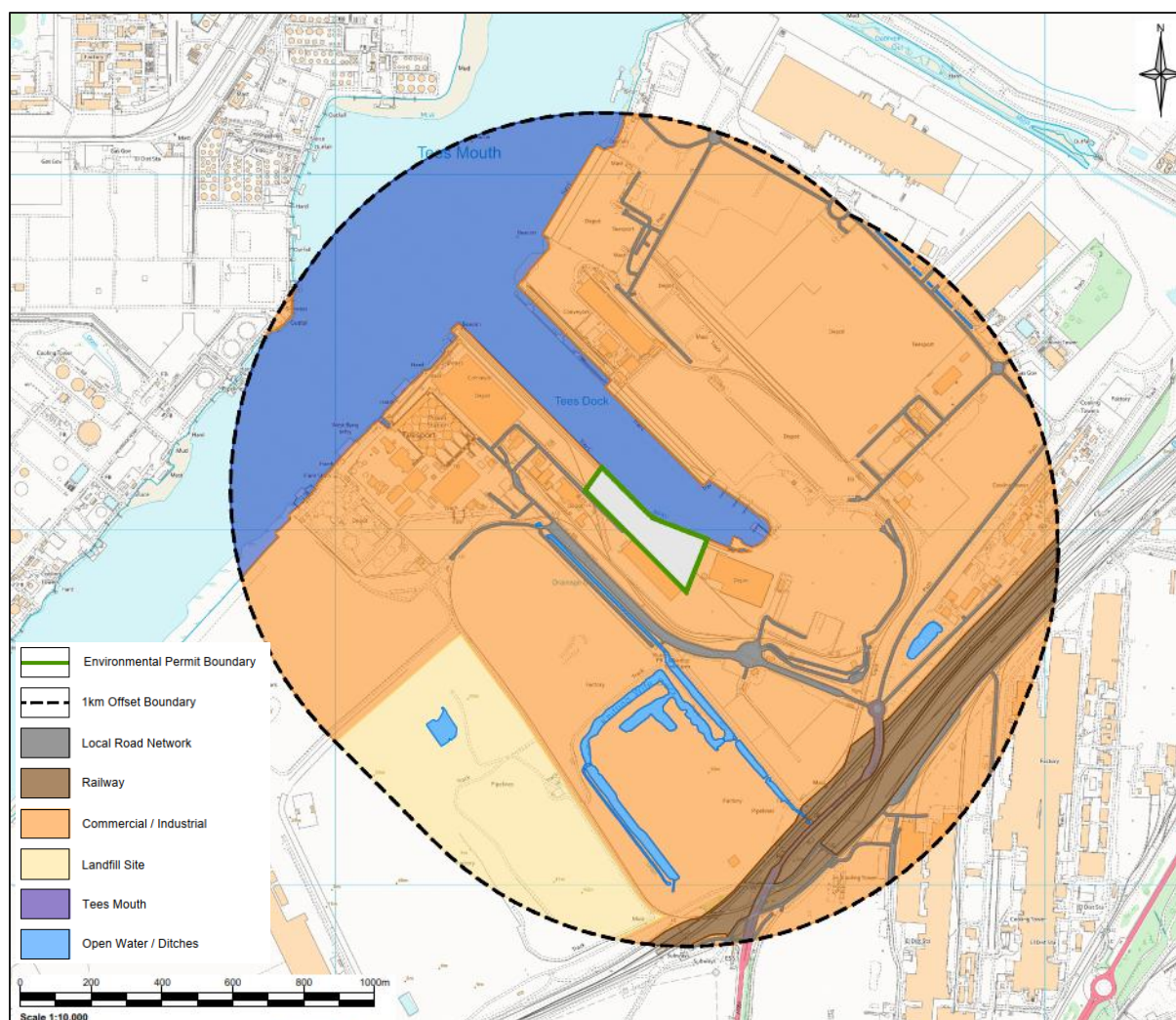
Aside from the River Tees which is largely used for commerce, there are no recreational, leisure or educational facilities within 500m of the boundary of the proposed site.

4.5 Ecology

A 1km radius was employed in identifying all sites of ecological importance. Local receptors within 1km are illustrated in Figure 4-1.



Figure 4-1 Local Receptors



4.6 Receptors

Local Receptors within 500m of the Site are identified in Table 4-2 along with cultural and ecological receptors of national or local importance lie within 1km, and ecological importance of European or international importance within 10km of the site.

Table 4-2 Identified Receptors

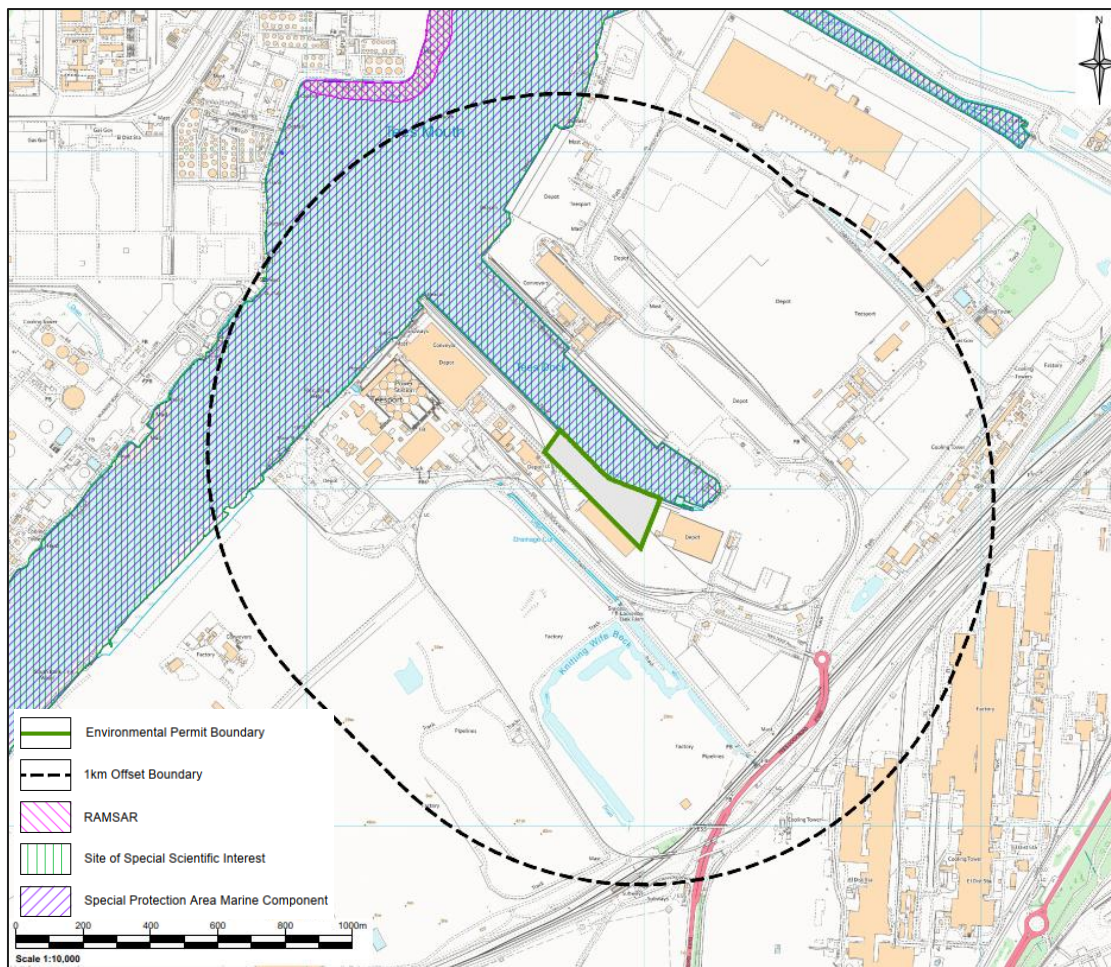
Receptor Name	Receptor Type	Direction from Site	Approximate Distance from Site Boundary (at nearest point) (m)
Local receptors within 500m of the Environmental Permit boundary as shown in Figure 4-1			
River Tees/Tees Mouth / Tees Dock	Surface Water Features, Commercial / Industrial	North	Adjacent
P&O Ferrie Terminal Park	Commercial / Industrial	South-East	Adjacent



Receptor Name	Receptor Type	Direction from Site	Approximate Distance from Site Boundary (at nearest point) (m)
Warehouse	Commercial / Industrial	West	Adjacent
Tees REP Power Station	Commercial / Industrial	West	Adjacent
Railway line	Local Transport Network	South	85
Drainage cut	Surface Water Features	South	160
Tees Dock Road	Local Transport Network	South	115
Railway line	Local Transport Network	North	85
Unnamed lake	Surface Water Features	East	400
Cultural and ecological receptors of national or local importance within 1km of the EP boundary and European designated sites within 2km as shown in Figure 4-2 Cultural and Natural Heritage and the Nature and Heritage Report within Appendix A of the ERA.			
The Teesmouth and Cleveland Coast	SSSI	North	Adjacent
Fish migratory route	Protected Species	North	Adjacent
The Teesmouth and Cleveland Coast	Marine SPA	North	Adjacent
The Teesmouth and Cleveland Coast	Ramsar, SPA	North	615



Figure 4-2 Cultural and Natural Heritage

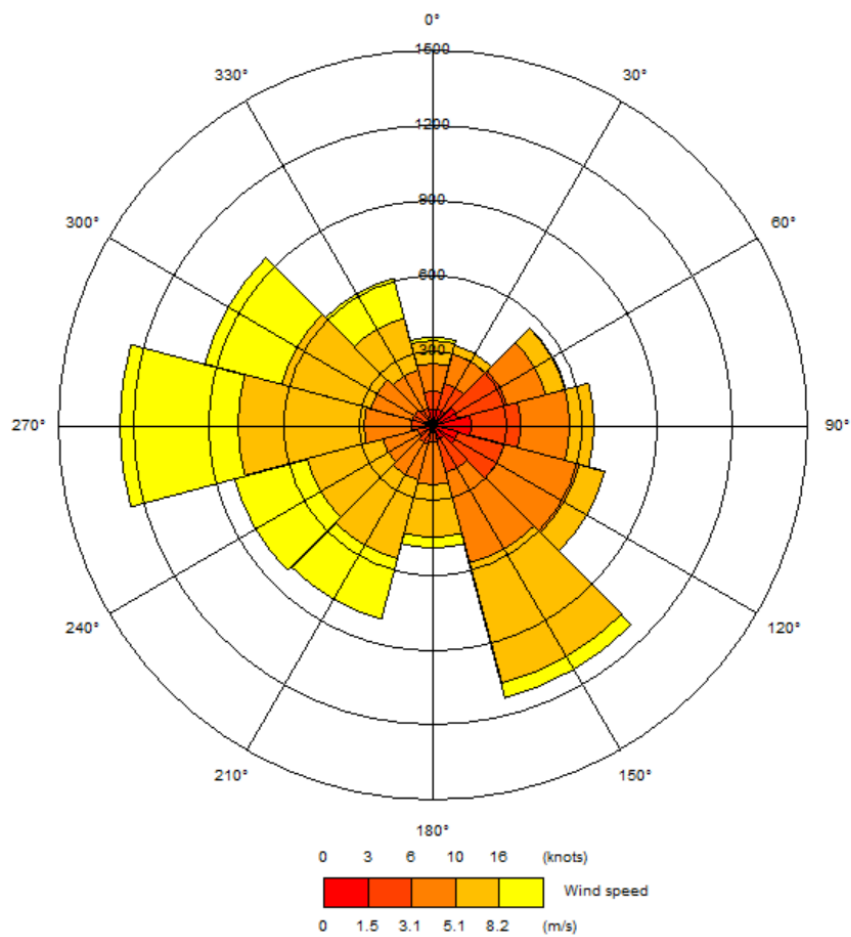


4.7 Windrose

Figure 4-3 shows the wind patterns from 2022 as identified by Middlesborough Met station, located approximately 8.2km west of the Site. The most prominent wind directions are from the west, south-east, north-west and south-west. Winds from the north, north-east and east are relatively infrequent by comparison



Figure 4-3 Windrose from Middlesborough Met Station (2022)



5.0 Manage Common Causes of Fire

5.1 Arson

The Site benefits from the following security measures in place to limit the likelihood of arson or vandalism:

- A permanent security team based within the port.
- Site staff who will undertake regular inspections and temperature checks of the stockpiles and the site which will be manned 24 hours a day;
- Extensive CCTV monitoring system that will cover the full extent of the site and be monitored by the port's 24-hour security team.
- Inspections: gates and fencing extending around the site will be inspected daily by the operations staff to identify deterioration and damage, and the need for any repairs;
- Routine monitoring of the site by Harbour Police;
- Maintenance and repair: fencing will be maintained and repaired to ensure their continued integrity. In the event that damage is sustained repairs will be made by the end of the working day. If this is not possible, suitable measures will be taken to prevent any unauthorised access to the site and permanent repairs will be affected as soon as practicable;
- Authorised access system: all visitors to the site will be required to register in the visitor's book and sign out again on exit to minimise the risk of unauthorised visitors being present on site; and

Monitoring techniques: operational procedures, including regular inspections will ensure continual monitoring of security provision at the site. The site will be manned throughout operational hours by site staff. All visitors to the site (other than those delivering waste) will be required to report to the site office on arrival and complete a site induction. All PD Teesport staff are trained to challenge any persons who they believe should not be on site. All staff are in constant radio coverage of site management.

The site will be visually inspected by site operatives at the commencement of each shift. Any defects or damage which compromises the integrity of the enclosures will be made secure by temporary repair by the end of the shift. Permanent repairs will be affected as soon as practicable.

In the event of a breach of security at the Site, the cause will be investigated, and appropriate mitigation measures implemented. This will be recorded by the Risk and Resilience Team. Records maintained will include inspections and maintenance of doors and locks, breaches of security, investigations and actions taken.

Gates and fencing are inspected on a daily basis to identify any weaknesses or defects. Defects identified are repaired with a temporary solution within 24 hours, with a permanent fix implemented within 7 days, unless a timescale is otherwise agreed with the EA. Details of any damage to the fencing and gates and subsequent repairs carried out will be recorded on the event log.

5.2 Plant and Equipment

Plant and equipment will be maintained in accordance with the manufacturer's recommendations and instruction manuals. Instruction manuals for plant and equipment are held in the Site office or online if a hardcopy is not available from the manufacturer.



PD Teesport has a dedicated maintenance team based onsite. All external contractors are made aware of the relevant contents of the FPP.

Induction training and refresher training is provided to staff in the safe operation of plant and equipment relevant to their role, in accordance with site procedures.

The Site Manager ensures that inspection of plant and equipment is undertaken on a daily basis to check for faults and ensure that appropriate safeguards are in place. This extends to ensuring that general housekeeping and cleaning of plant and all equipment on site is carried out regularly. In addition, plant and equipment will be visually inspected prior to every use to ensure it is fit for purpose. Inspections are recorded by the Risk and Resilience Team.

All mobile plant has either built in fire detection and fire suppression equipment fitted or suitable fire extinguishers within the cab.

At the end of each shift operators clean down the plant and equipment of any potentially combustible material.

All mobile plant and static plant operators are equipped with fire extinguishers and 2-way radios to enable communication with each other and site management

In the event of a failure or suspected fault with an item of plant or piece of equipment, the operator will ensure that the equipment is shut off in a safe manner and not used until the equipment can be repaired or replaced.

5.2.1 Mobile Plant

There are no items of mobile plant held permanently held on Site. However, during working hours, the mobile plant being used will be:

- 2 x Liebherr LH60 Scrap Handlers
- 1 x Develon DL320-7 Loading Shovel
- 5 x Gottwald and Liebherr site cranes

When not in use and during out of hours, all mobile plant will be stored in buildings away from the permitted area.

All mobile plant and equipment used on site will be maintained in accordance with manufacturer's recommendations with checks recorded on Evotix.

5.2.2 Fixed Equipment

There is no fixed plant permanently held on Site.

5.3 Electrical Faults

5.3.1 Electrics Certification

All electrics on site will be fully certified by a qualified electrician and a record of the certification is kept.

All electrics will be PAT tested yearly by an approved sub-contractor.

5.3.2 Electrical Equipment Maintenance Arrangements

Regular safety inspections will be carried out accordance with PD Teesport EMS. All portable appliances are tested on an annual basis and daily inspections are carried out as part of the daily walk around checks. Fixed Electrical Condition Monitoring and assessment is completed via 100% testing every 3 years.



Electrical equipment is visually inspected prior to every use to ensure it is free from obvious damage and fit for purpose.

Any electrical item, or faulty wiring deemed unsafe or that has failed the statutory inspection will be removed from site.

Records of regular safety inspections will be kept and faults and/or daily electrical maintenance will be recorded on the event log.

5.4 Discarded Smoking Materials

No smoking is permitted inside the site boundary.

5.5 Hot Works Safe Working Practices

Hot works will not be routinely undertaken on site. However, if hot works are deemed necessary, they will be carried out by trained personnel under a permit to work system. All hot works will be conducted in a cleared area of the site at least 6m from any combustible wastes. A site operative will perform a continuous fire watch during the hot works and for a minimum of 60-minutes after the work is completed. Standard Operating Procedures (SOPs) and risk assessments are in place for staff and contractors when undertaking hot cutting. All staff who use hot cutting equipment are trained in the use of it and the training is recorded on COMTRAK.

5.6 Industrial Heaters

No industrial heaters are used on site.

5.7 Hot Exhausts and Engine Parts

Vehicles are turned off when not in use. During shifts, regular fire watches are carried out by operators on hot exhausts and engine parts of plant equipment operating on the Site. Mobile plant (hot exhausts) does not operate near flammable sources (tanks/containers of flammable substances clearly signed and separated by barriers). When not in use, all mobile plant is parked at least 6m away from the Site perimeter or any combustible material. Out of hours, the mobile plant is stored in buildings outside of the permitted area.

5.7.1 Fire Watch Procedures

Consideration will be given to the high-risk time for hot exhausts (one hour after switching off when dust can settle on hot surfaces) and wherever possible vehicles will be given time to cool down prior to site staff leaving site at the end of a shift. Visual site inspection will be completed regularly and recorded in the site diary.

5.8 Ignition Sources

Potential ignition sources include hot exhausts and engine parts, discarded smoking materials, and hot works (all described above). No naked lights will be permitted on site. There will be no burning of waste material within the EP boundary, and any fire at the Site will be treated as a potential emergency and dealt with appropriately. Ignition sources will be kept a minimum of 6m away from the storage of combustible and flammable wastes.

5.9 Batteries

Waste batteries are not a permitted waste type and are not anticipated to be an issue at site due to PD Port's pre-acceptance procedures. If a battery is detected following inspection of an incoming load the Site will follow the procedure for acceptance and control of waste as detailed in PD Port's EMS. An operative will take a photograph and deal with the item as a



non-conforming waste using the nonconforming product disposal procedure. Any batteries detected are logged in the event log as a non-confirming waste and are placed in pallet boxes for safe storage pending disposal.

5.9.1 Batteries in ELVs

No un-depolluted ELVs are accepted at this Site.

5.10 Leaks and Spillages of Oils and Fuels

Plant and equipment will be maintained to a high standard in accordance with the manufacturer's recommendations. All mobile plant will be inspected daily to identify potential defects that could lead to a leakage of fuel across the Site, and staff are continually reminded to pay particular attention to fuel tanks for signs of leakage. The results of all daily monitoring will be recorded on the daily noise, vibration and dust inspection checksheet and logged on COMTRAK.

In the event of any potentially polluting leak or spillage occurring on site the protocol found within the site Emergency Action Plan will be followed, and the following actions will be taken:

- Minor spillages will be cleaned up immediately, using sand or proprietary absorbent. The resultant materials will be placed into containers and will then be removed from site and disposed of at a suitably permitted facility. The incident will be logged in Evotix, the HSE reporting database.
- Any dry wastes spilled on site will be collected and transported to the appropriate area of the Site.
- In the event of a major spillage, which is causing or is likely to cause polluting emissions to the environment, immediate action will be taken to contain the spillage and prevent liquid from flowing outside the Site's permitted boundary or entering surface water or drains. Where necessary, booms and suitable absorbent materials will be used to control movement. The spillage will be cleared immediately using the spill kits located around the Site and marked on the Site plan, and placed in containers for offsite disposal, and the EA will be informed.
- If a spillage cannot be controlled using available equipment the penstock valve will be closed immediately and not reopened until the spillage has been cleaned up

All staff are trained on spillages and the use of spill kits, which are available throughout the Site, in the event of a spillage or leak on site. PD Teesport has its own inhouse maintenance team and workshop.

5.11 Build-up of Loose Combustible Waste, Dust and Fluff

The risk of the build-up of combustible waste, dust and fluff will be low due to the nature of the wastes accepted on site.

However, the Site will be inspected daily for dust and combustible material and recorded on the daily noise, vibration and dust inspection checksheet. The Site is also inspected on a weekly basis and this is recorded on the weekly environmental inspection checksheet.

The following measures will be implemented on Site to control the risk of dust:

- All plant and equipment will be subject to a programme of planned preventative maintenance which follows the inspection and maintenance schedule recommended by the manufacturer. This includes corrosion prevention where applicable;



- All incoming waste is offloaded in close proximity to the storage areas to minimise unnecessary handling and transport distance therefore minimising the potential for wind-borne dust;
- Speed limits are implemented on site for all vehicles to minimise the mobilisation of particulates;
- The Site benefits from good housekeeping. Suitably trained site operatives carry out manual sweeping at regular intervals throughout the day, to reduce dust generation. Daily visual inspections of the Site ensure that any unacceptable levels of litter or loose combustible materials are identified with sweeping and mechanical cleaning carried out by site operatives as required;
- Waste storage areas benefit from regular cleaning, on a daily basis as a minimum, as part of the Site's housekeeping procedure;
- Site access roads and operational areas are maintained and swept regularly to reduce dust generation;
- Daily visual inspection of the Site and site boundary is carried out by site personnel.
- Equipment will be subject to regular cleaning to prevent any build-up of loose debris, combustible waste and dust.

5.12 Reactions Between Wastes

Strict waste acceptance procedures will be implemented on site to ensure that only permitted wastes are accepted. Each load that arrives on site is checked to ensure the contents correlates with the description on the associated paperwork. Once tipped, the load will be fully inspected and the contents confirmed.

The types of wastes handled at the Site are not reactive and will not react with each other. Waste is segregated into designated storage areas, prior to removal off site for further processing/disposal as appropriate.

When identified, unauthorised and/or dangerous wastes will be moved to the quarantine area, as shown in Figure 7-1 for temporary storage pending removal to a suitably licenced facility.

All stockpiles are subject to daily temperature checks using a hand-held thermal monitor. The checks are recorded on PD Port's internal stockpile temperature checksheet.

5.13 Waste Acceptance and Deposited Hot Loads

No burning, reactive / reacting or visibly hot (producing steam or heat) loads will be accepted on site. In accordance with the Site's acceptance and control of waste procedures in its EMS, each load is visually inspected as it is unloaded to ensure compatibility with accompanying delivery notes, therefore minimising prohibited wastes and the acceptance of hot loads.

Waste will only be accepted from permitted treatment facilities with whom contracts will be in place – no "casual" customers will be permitted. Instructions are given to customers to ensure no hot loads are accepted on site.

Should a hot load be deposited on site, it will immediately be removed to the quarantine where it would be subject to dousing using hoses. Any fire damaged waste will be removed from site within 48 hours to a suitably licenced facility for disposal unless it can be processed safely on site. A summary of the Site's waste acceptance procedures is included as APPENDIX B.



5.14 Hot and Dry Weather

Stockpiles are subject to daily temperature checks using the hand-held thermal monitor in accordance with PD Port's stockpile temperature checksheet. There are no highly reflective surfaces on the Site.

Strict waste acceptance checks are carried out to ensure that only permitted waste is accepted on site. Any contaminated waste will not be accepted or will be sent to the quarantine area immediately.

6.0 Prevent Self-Combustion

6.1 General Self-Combustion Measures

The risk of self-combustion of waste on site will be minimised due to effective stock management, short storage times and by segregating waste into dedicated storage areas. The Site has waste acceptance and stock management procedures which are upheld by all employees at the Site. It is considered that regular visual checks will ensure action can be taken in the unlikely event that hot spots occur.

The controls in place to minimise the likelihood of self-combustion are as follows:

- Effective acceptance and control of waste procedures where all deliveries are checked when unloaded. Checks include both the paperwork and visual checks of the full contents of the load;
- Stockpiles are monitored daily through daily temperature checks with hand-held thermal monitors;
- Storage times are kept to the minimum;
- Staff are trained to monitor for any potential heating of stockpiles; and
- A quarantine area is kept available for isolating materials at risk of combustion.

Should the wastes be found not to conform during the visual inspection, then the waste will be removed to the quarantine area as appropriate.

Only wastes included in the environmental permit are accepted at the Site.

6.2 Manage Storage Time

PD Teesport implements stock management procedures which are effective at limiting the likelihood of self-combustion of materials stored on site. A cargo ship is expected to arrive on site fortnightly, so no waste will be stored longer than two to three weeks.

A summary of the storage times for wastes received is provided in table 6-1 below.

Table 6-1 Maximum Storage Times

Waste Type	Maximum Storage Time
Scrap metals	2 – 3 weeks
Refuse Derived Fuel (RDF)	2 – 3 weeks

Waste storage areas will be visually inspected by site operatives twice daily for signs of heating, such as steam, vapour etc.



6.2.1 Method Used to Record and Manage the Storage of all Waste on Site

All waste will arrive on Site via road transports from a number of UK-based sources. Laden and unladen weights are recorded via the site's weighbridge. Volumes purchased are logged as inputs through the COMTRAK stock management system.

Suitably qualified site personnel will carry out daily checks of the Site to identify the risks and inspect storage areas and stack height. This ensures that the Site does not reach a level of overcapacity in respect to storage.

6.2.2 Stock Rotation Policy

Waste piles will not be routinely turned as this method is not appropriate to the type of waste stored on site. Turning wastes may unsettle materials that are contaminated with oil or other contaminants which could provide a source of ignition leading to reactions with the waste material. Also, the required use of a shovel to move the waste piles may generate sparks and create sources of ignition. Frequent daily temperature monitoring of material piles will ensure any localised hotspots are detected.

The site manager is responsible for ensuring the storage of waste does not exceed the specified storage times.

A record of all waste accepted at the Site is kept in electronic form on PD Port's COMTRAK system including quantity, characteristics, and the date and time of delivery.

6.3 Monitor and Control Temperature

6.3.1 Reduce the Exposed Metal Content and Proportion of Fines

The proposed waste for acceptance at the Site comprises of larger pieces of metal rather than small particles. It does not, therefore, present the same risk as other types of small particle metal wastes. Wastes containing fines are not accepted on site. The RDF bales are typically wrapped into 1m³ square blocks.

Strict waste acceptance checks will be carried out to ensure that only permitted waste is accepted on site. Imported loads are visually inspected on arrival and any wastes found to be contaminated will not be accepted.

6.3.2 Monitoring Temperature

On a daily basis, site operatives inspect the storage areas for any anomalies, such as visual signs of heat, steam or vapour. Storage areas are monitored by thermal cameras and are also subject to daily inspection with hand-held thermal monitors to detect any temperature increase. Temperature checks are recorded daily on the stockpile temperature checksheet and monitored for any signs of increase. Site management will be alerted to any increases in temperature over time and suitable actions will be carried out such as dousing the material or removal of the heated waste to areas of the Site away from combustible wastes or materials.

The site is staffed 24 hours a day and they will be vigilant to any signs of temperature increases in stockpiles including visual signs of heat, steam or vapour.

6.3.3 Controlling Temperature

The following actions will be taken to reduce the risk of hot spots and to minimise the risk of self-combustion:

- Waste storage times are minimised by following storage durations in Table 6-1;



- All waste streams are separated on site to avoid reactions which may cause self-heating to occur and subsequently possible combustion;
- Waste storage areas are sized according to the minimum required for operational efficiency;
- Daily stockpile heat checks using hand-held thermal monitors and trained operator observations; and
- The stockpile temperature check sheets are used to identify and record trends over time to further target monitoring and treatment.

6.3.4 Dealing with Hot Weather and Heating from Sunlight

During periods of extreme hot weather (defined by the UK Met Office for the north of England as temperatures higher than 25°C on three or more consecutive days) the following actions will be carried out:

- Concentrated beams of sunlight or glare reflected onto stockpiles through surfaces will be minimised;
- The frequency of temperature inspection will be increased; and
- Ensuring any reflective surfaces are covered to prevent sunlight reflecting onto waste, where practicable.

6.4 Waste Bale Storage

On occasion, up to 2700 bales of RDF will be stored on site. It is not anticipated that the bales will be stored for more than 2-3 weeks, so the risk of fire is greatly reduced. Only bales that have been wrapped to the highest standards will be accepted at the site. The bales will be wrapped securely with high-density polyethylene (HDPE) membrane and will be checked regularly for signs of damage.

7.0 Manage Waste Piles

The purpose of the facility is to bulk store waste on a dockside for onward transport via cargo ships to incinerators and melters across Europe. For the operation to be financially viable, significantly large quantities of waste, especially metal, must be stored for a relatively short period of time. Consequently, compliance with the maximum pile sizes as stated in the Fire Prevention Plan guidance document is not a viable option., as is typical for dock storage facilities.

Waste storage areas are discussed further below and should be read in conjunction with Figure 7-1.

The waste will be stored in two primary zones on site. The first zone will be used to receive and bulk incoming waste and will be encompassed within a 1m-high bund of concrete blocks on three sides. The **Bulk Storage Zone** will be separated into two large bays, with another 1m-high bund separating the bays. Each bay will contain a maximum of two piles of the **same waste type**.

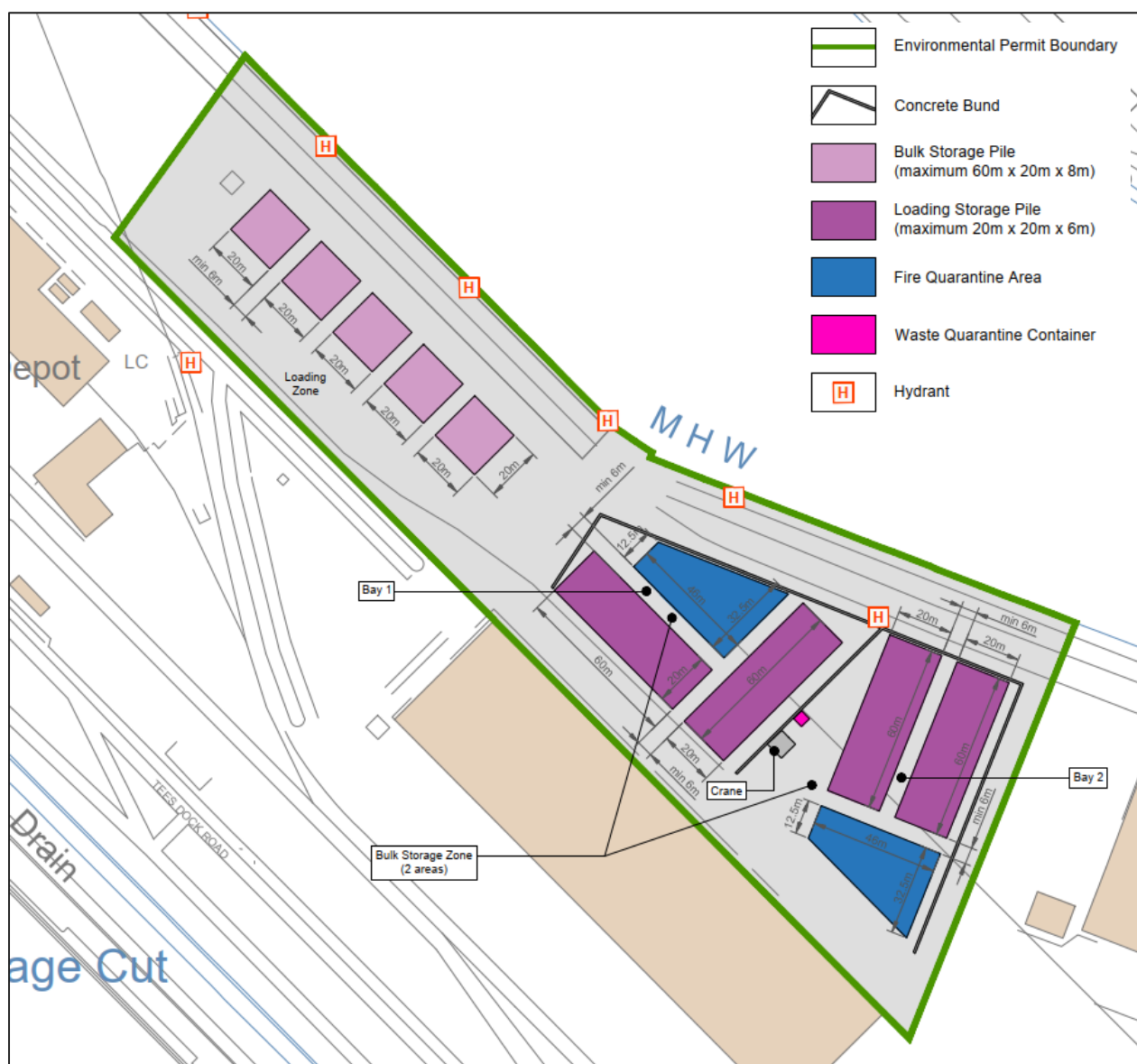
When storing metal, each pile within the bays will contain no more than 11,000 tonnes (22,000 tonnes maximum per bay); RDF will be stored in two piles of no more than 1,350 bales (2,700 bales maximum per bay). Each bale weighs approximately 1 tonne.



The **Loading Zone** covers a stretch of the quayside and will be used for the temporary storage of waste prior to the arrival of a cargo vessel. On notification that a vessel will be arriving, waste will be moved from the Bulk Storage Zone to the Loading Zone where it will be kept in up to five smaller piles (about 3,000 tonnes per pile for metal, 300 tonnes per pile for RDF). Waste being piled in the Loading Zone will only be stored for a maximum period of 24 hour and therefore represents a significantly reduced fire risk.

All waste storage and transfer will take place on impermeable surfacing.

Figure 7-1 Site Activities



7.1 Storing Waste Materials in their Largest Form

Prior to acceptance on site most of the metal waste will have already been processed at the feeder sites. No further processing will be carried out on the Site. The waste will consist of a mixture of large plate and girder, and smaller, shredded light iron of a size no smaller than approximately 12 inches in length. No particulate or dusty materials will be accepted.



Contamination by non-metal materials will be extremely low, as per PD Port's pre-acceptance procedures. RDF will be stored in typical 1m³ bales.

7.2 Maximum Pile Sizes for the Waste on Site

Combustible waste storage areas are summarised in Table 7-1 below and illustrated in Figure 7-1.

The ferrous metal stored on the Site will have been subjected to sophisticated shredding and cleaning processes to remove combustible materials before its arrival and therefore poses a reduced risk of fire. Nonetheless, alternative measures are in place and described in section 7.3 to ensure the three objectives of the EA's FPP guidance continue to be met.

Typically, a vessel will have the capacity to hold 30,000 – 35,000 tonnes of scrap metal. Consequently, it is crucial that material is available on the quayside as and when sales are agreed. On notification of the impending arrival of an empty cargo vessel, some stock will be moved by truck to the Loading Zone at the quayside, where it will be stored for no more than 24 hours. Ship berthing time is expensive, so efficient and quick loading of waste is essential and will be done by crane which can load up to 18 tonnes of waste in a single grab. When loading metal, pile sizes along the dockside will be kept to less than 3,000 tonnes, separated by distances of at least 12 metres. RDF piles ready for loading will be considerably smaller at approximately 300 tonnes.

Following the departure of a full cargo ship and the emptying of the site, the size of the piles in the Bulk Storage Zone will begin to increase again in anticipation of the next cargo ship. It is expected that a vessel will arrive approximately every two to three weeks. Depending on demand, the site may accumulate RDF or metal. Only one waste type at a time will be stored in each bay of the Bulking Zone. Bay 1, for example will only contain two piles of RDF or two piles of metal, never a pile of each.

Materials will typically be stored on site with at least a 12-metre separation distance between stockpiles themselves and the quay edge as shown on Figure 7-1. Due to the perimeter edges being used for crane and vehicle manoeuvrability this distance is often greater than 12m.

Table 7-1 Waste Storage Areas

Waste Type	Location	How is it stored?	Max Storage Time	Pile Length (m)	Pile Width (m)	Pile Height (m)	Max Pile Area (m ²)	Max Pile Volume (m ³)
Mixed metals OR Refuse Derived Fuel (RDF)	BULK STORAGE ZONE	2 x loose piles	2-3 weeks	60	20	8	1,200	9,600
	BAY 1	2 x baled piles	2-3 weeks	30	15	3	450	1,350
Mixed metals OR Refuse Derived Fuel (RDF)	BULK STORAGE ZONE	2 x loose piles	2-3 weeks	60	20	8	1,200	9,600
	BAY 2	2 x baled piles	2-3 weeks	30	15	3	450	1,350
Mixed metals OR	LOADING ZONE	5 x loose piles	24 hours	20	20	6	400	2,400



Refuse Derived Fuel (RDF)	5 x baled piles	24 hours	10	10	3	25	300
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7.3 Alternative measures in place to ensure pile sizes and volumes can meet EA FPP objectives

Extensive alternative measures will be employed to ensure that the fire prevention and management for the larger pile sizes at the site can still meet the three objectives of the EAs FPP guidance:

- The likelihood of self-heating and self-combustion will be minimised by storing these wastes for as short a time as possible, typically no more than 2-3 weeks. Strict acceptance and control of waste procedures will ensure that only permitted wastes are accepted on site.
- In accordance with PD Port's pre-acceptance procedures, metal waste will arrive at site pre-treated and will have extremely low levels of combustible, non-metal waste contamination. RDF bales will only be accepted if wrapped to the highest standards to ensure no ingress of moisture or oxygen.
- Separation distances between piles will well exceed those required by the FPP guidance document. Distances between the piles within each bay will be at least 12 metres.
- The port is operational 24 hours a day. Dock employees are continuously in and around the permitted site and undertaking regular thermal checks of the waste stockpiles. CCTV and thermal detection cameras are constantly monitored by security staff. In addition, patrols are undertaken by Teesport Harbour Police. Consequently, the initial signs of a fire will be detected very early and the emergency procedures activated, including the mobilisation of cranes to isolate and quarantine the impacted area.
- Five ship-loading cranes are continuously present on the dockside and can be mobilised to the waste stockpiles within 5 minutes of the early signs of a fire being detected. Each crane has a grab bucket which can hold 18 tonnes of waste. It is estimated that within 30 minutes of mobilisation, the five cranes combined can move over 5,000 tonnes of waste to the quarantine areas where it will be subjected to fire suppression, initially from manual pumps and then from fireboats and the Fire and Rescue Service.
- The Site benefits from an effective and reliable firefighting strategy that includes a system of hoses that can be connected to eight hydrants that are positioned either within the site boundary or immediately adjacent to it. Site operatives are trained in the use of the hoses and can deploy them at any time of the day within 10 minutes of a fire being detected. Each hydrant can provide up to 1,250 litres per minute of water. The hoses are located in dedicated boxes on site.
- PD Teesport has a good relationship with the harbour master who has tugboat firefighting capability. One tugboat is permanently on standby and can respond within one hour, and there are three other tugboats available on request. The tugboats contain high volume pumps that are routinely positioned on the dockside to tackle large fires on ships. The jets on each of the four available tugboats have the capacity to deliver 1,800m³ of water per hour and reach a distance of 120 metres. In total, the four tugboats can provide up to 120,000 litres (120m³) per minute and can cover ample



distance to reach all waste piles and quarantine areas and minimise the risk of the fire spreading within the Site and to neighbouring sites.

- Although the waste piles on site exceed the maximum EA FPP guidelines, it is considered that the quick detection and response capability of PD Teesport will be more than sufficient to isolate potentially burning waste from the stockpiles in the Bulking Zone and extinguish a fire from quarantined waste within 3 hours at all times of the day. The waste stored temporarily in the Loading Zone is done so for only a matter of hours and is therefore considered a low fire risk.

8.0 Waste Stored in Containers

Aside from the quarantined non-conforming waste, which is stored in two 35m³ covered skips, there is no waste stored in containers on site.

9.0 Prevent Fire Spreading

9.1 Separation Distances

Waste will be stored within the designated storage areas as illustrated on Figure 7-1.

Stockpiles will be stored on site with at least a 12-metre separation distance between piles and, due to the dedicated trackway which acts as a buffer between the dock and waste being stored in the Bulking Zone, at least 25 metres from the quay edge. The trackway is an operational area and can only have waste stored in it in the event of an emergency. In anticipation of the arrival of a cargo vessel, the waste is moved via truck to the Loading Zone and temporarily stored in 3,000 (metal) or 300 (RDF) tonne piles, each with a separation distance of at least 12m. Waste piled in the Loading Zone will have a maximum storage time of 24 hours and are considered “in transit”. These piles do not represent a high fire risk. All piles will be located at least 12m from buildings and other combustible or flammable materials.

9.2 Fire Walls Construction Standards

Fire walls are not used on site.

9.3 Storing Waste in Bays

Bays are not used to store waste on site. In this document, the term “bays” is used to distinguish between two separate areas of the Bulking Zone which are separated by a 1m-high concrete wall. Each “bay” will contain a maximum of two waste piles.

10.0 Quarantine Area

10.1 Fire Quarantine Area Location and Size

The primary fire risk to the Site is from the four bulk piles in the bunded storage area. The waste type of each pile will vary between scrap metal and RDF, depending upon pre-arranged agreements with the receiving locations. Each pile will be kept separate from the rest by a gap of at least 12 metres. The largest piles will be the scrap metal which will be stored in piles of up to 11,000 tonnes.



There will be two dedicated quarantine areas within the bunded Bulk Storage Zone as shown in Figure 7-1. Each quarantine area is large enough to hold at least 50% of the size of the largest pile whilst also maintaining a separation distance of at least 12 metres from other combustible materials and buildings. In the unlikely event that further quarantine space is required, additional area is available on the quayside in the Loading Zone, although it is not anticipated that this would ever be needed. The placement of the quarantine areas is based on the following factors:

- They allow for the prompt and direct removal of smouldering, burning or fire damaged wastes from the waste storage piles. An access route will be maintained on at least three sides to allow access by the Fire Service and within the reach of fireboat water cannon;
- Firewater containment –The site drainage topography ensures that any firewater used on this area will flow away from the dockside and be sufficiently contained away from the river. Penstock valves located at point SW1 in Figure 15-1 can isolate the surface water drainage system.

10.1.1 Non-Compliant Waste Quarantine

Waste that has been identified as either non-compliant with the environmental permit or in a condition that is contrary to the Site's waste acceptance procedures (e.g. damaged RDF bales) will be removed from the waste piles and placed within one of two covered 35m³ skips that are located within the Bulk Storage Zone at a distance of at least 6m from any waste pile. Non-conforming waste will be removed from site within 72 hours. If required, the skips can be relocated to another part of the site in the event of a fire in one of the waste piles.

10.2 How to Use the Fire Quarantine Area if there is a Fire

In the event of a fire, the Site's Emergency Action Plan will be implemented, which includes the following steps:

- On the detection of fire, up to five ship-loading cranes will be immediately deployed to the affected waste pile. Typically, this will occur within 5-10 minutes of detection. Each crane can isolate up to 18 tonnes of waste with a single grab and will transfer the burning/smouldering waste to the adjacent quarantine area.
- Within 10 minutes of detection, site staff will deploy the high-volume hoses and begin dousing the quarantined pile of waste. The standby fireboat will be requested and will arrive on site within 60 minutes. If necessary, up to three other fireboats will be requested. The water cannons on each fireboat can reach a distance of up to 120m, which is more than sufficient to reach either quarantine area from the river.
- The movement of the waste to the quarantine area will be overseen at all times by Site Management to minimise any spillages and ensure the area is not overfilled;
- If appropriate and safe to do so, burnt waste will be taken off site to a suitably licensed facility within a maximum of 48 hours.

All site operatives will be trained to follow this FPP and all procedures listed in the above sections.

11.0 Detecting Fires

11.1 Detection Systems in Use

The Site is manned 24/7 with waste acceptance operations typically occurring from 7am - 5pm, although a ship can arrive at any hour of the day, at which point loading will occur around



the clock until completion. A large security team is present at the docks at all times, and there is a dedicated police station near to the entrance of the docks. If on-site staff or security personnel identify a fire they will phone the on-call person in charge (PIC), e.g. the Site Manager, who will then make the decision to call the fire service and implement the roll call to cascade through to bring relevant people on site, as outlined in the Emergency Action Plan.

Extensive site-wide CCTV is monitored constantly by the security team. This includes thermal cameras mounted in the centre of the Bulk Storage Zone. An alarm system notifies security staff in the event that thermal thresholds have been exceeded.

Staff are alert for signs of ignition including smoke and odour in waste storage and processing areas and are trained to be vigilant for any sign of fire or potential source of ignition. Every operator has a radio which can be used to alert Site Management to any fire or potential incident. This will allow the first signs of a fire to be detected early by site operatives who will manually raise the alarm.

A site check is undertaken at the end of each day which includes a temperature check of stockpiles using hand-held thermal monitors. Additional temperature checks of stockpiles are carried out throughout the day. The monitors test for temperature differences between different parts of the stockpile. There is no specified temperature limit or trigger level for action. Instead, site operatives will use their knowledge of temperatures that are typical within the stockpiles when deciding whether any action is required.

11.2 Certification for the Systems

Not applicable – there is no storage of waste within a building.

12.0 Suppressing Fires

12.1 Suppression Systems in Use

The Site benefits from having eight hydrants in close proximity which can be used by Site staff to suppress a fire pending the arrival of the emergency services. At 7 bar they can each deliver up to 1,250 litres of water per minute.

PD Teesport has a good relationship with the Harbour Master who has tugboat firefighting capability. The fireboats contain high volume pumps that draw water directly from the river and are routinely used to tackle large fires on ships. The tugboats are located approximately 200m from the Site and may provide an additional source of water suppression if required. Each of the 4 available tugboats has the capacity to deliver 30,000 litres per minute (1,800m³/hr). There is no storage of waste within a building therefore an automatic fire suppression system is not required on site.

The locations of all fire extinguishers on site are illustrated in Figure 7-1. Foam, water, carbon dioxide, and powder extinguishers will be provided on site, and the extinguishers will be inspected on an annual basis.

12.2 Certification for the Systems

Not applicable – there is no storage of waste within a building.



13.0 Firefighting Techniques

13.1 Active Firefighting

There are two fire stations within 5 miles of the site. The closest is Grangetown Community Fire Station which is situated 3.4 miles directly to the south of the Site (by road). Using Google directions and mapping², the drive time between the Site and the fire station is approximately 8 minutes. The other fire station is situated in Redcar which is a 10-minute drive away at 4.5 miles. The Site's location within the Teesport complex and access via Tees Dock Road are shown on Figure 1-1.

13.1.1 Fire Extinguishers and Fire Hoses

See Section 12.1 for the details and locations of on-site fire extinguishers. Fire extinguishers/hoses are to be used in the following circumstances:

- Where operators are trained in use, and if confident to tackle the fire;
- On very small fires, or to facilitate own escape if trapped by fire.
- Testing the FPP and staff training, in accordance with sections 3.2.1 and 3.2.2.

13.1.2 Small Fire

Detected early, a small fire or area of smouldering waste will be dealt with as follows using onsite firefighting equipment:

- A fire or area of smouldering waste will not be dealt with in-situ, mobile plant will be utilised to pull the affected waste into the open and away from any further waste that could become a light on contact; and
- Depending on the size / nature of the fire the waste will either be:
 - Extinguished immediately utilising the fire extinguishers / hoses as appropriate; or,
 - Moved to the appropriate quarantine area and extinguished.

Should a single item of the waste stream be alight, and the fire is well contained, then the waste will be doused via use of an extinguisher or fire hose as it is pulled from the waste pile. The burned / fire- damaged portion is then removed to the quarantine area and the remaining waste returned to the pile. If the fire is not easily contained to a single item, then the obviously alight portion of the waste will be removed to the quarantine area.

Depending on the size, location and nature of the fire the burning waste may be pulled into the dedicated quarantine area following the procedures detailed in Section 10.0.

Once a small fire is dealt with, the remaining area will be visually inspected immediately by site operatives for any signs that a fire or smouldering waste remains. The same procedure, detailed in this Section, will be implemented should this be the case.

13.1.3 Uncontainable Small Fire or Large Fire

The following procedure is in place on site that will be followed in the event of a small fire becoming uncontainable or in the event of a major fire onsite.

- Site Management and the FRS (via 999) will be contacted immediately. The EA will be notified at the first opportune moment via the incident hotline (0800 807060).

² Google Maps, Accessed in October 2025



- Following the arrival of the FRS, all site staff will take instructions from the FRS which may include any of the following:
 - If possible, waste that is unburnt will be dampened down to prevent the fire from spreading further;
 - If possible, unburned material will be separated from the fire using heavy plant;
 - The burning area will be isolated, and attempts will be made to extinguish the fire utilising the onsite fire extinguishers if safe to do so; and,
 - The site and buildings will be evacuated.

14.0 Water Supplies

14.1 Available Water Supply

Sources of water available onsite are:

- 8x hydrants located within the permitted area or immediately adjacent to it, each capable of delivering approximately 1,250 litres of water a minute (10,000 l/min total). The water from the hydrants is delivered via high-capacity hoses which are stored on site and can be deployed by site operatives within 10 minutes of a fire being detected.
- 4x fireboats, each with the capacity to deliver 30,000 l/min (120,000 l/min total) of water from the River Tees. One fireboat is permanently on standby and can respond within one hour of a fire being detected. The three other fireboats are available on request.

14.2 Water Requirements Calculation

Due to efficient fire response procedures, five dockside cranes can isolate and deposit burning waste into one of the quarantine areas within 5-10 minutes of detection, with access to initial water suppression being established in approximately the same time period. As a result, water supply calculations are based on the amount of water required to extinguish a fire in the waste of the quarantine area (i.e. 50% of the largest pile size) rather than the waste pile itself.

Using the metal waste as the basis of the calculations, based upon the FPP guidance, it is estimated that approximately 5,762,880 litres (5,763m³) of water would be required to put out a metal fire in a quarantine pile on site. The calculation is shown in Table 14-1 below.

Table 14-1 Fire Water Calculation

Maximum pile volume (m ³)	Water supply needed (l/min)	Overall water supply needed over 3hrs (m ³)	Total Water available on site
	(Pile volume x 6.67)	(Water supply x 180)	
4,800	32,016	5,763	Unlimited



15.0 Managing Fire Water

15.1 Containing the Run-Off from Fire Water

The site will benefit from impermeable surfacing throughout and will be fully sealed as illustrated in Figure 15-1 below. A manually operated penstock valve will be closed during a fire to prevent fire water from being discharged to the dock at point SW1.

Figure 15-1 Drainage and Pollution Control



In the event of a fire, there are few infrastructure barriers to prevent firewater escaping the permit boundary. However, on the northern boundary, the quayside cambers towards the centre of the permitted area and away from the dock, which would prevent firewater from flowing into the river. On the southern boundary there is a large warehouse (Warehouse B) which also acts as a barrier. There are a number of vehicle entry points into the warehouse which would be closed in the event of a fire. To contain firewater within the permitted area, PD Teesport will deploy water-inflatable polybooms around the parts of the boundary that do not have containment. The polybooms are kept in storage on site and can be deployed by dock staff within 20 minutes of a fire being detected.



As shown in Table 15-1 below, the required height of a retention barrier would need to be a minimum of 11cm to contain all the expected firewater, although it is likely that the height of the firewater will be kept well below this level due to the use of tankers which will remove firewater directly from the Site's attenuation tank.

Table 15-1 Containment calculations

Water supply needed over 3hrs (m ³)	Firewater containment required ³ (m ³)	Area of site (m ²)	Height of containment barrier (m)
5,763	4,034 ⁷	36,500	0.11

A number of tanker companies operate within the docks at all hours and can attend site to begin removing firewater within an hour of a fire being detected. A Northumbrian Water WTP is only 2.4m to the northeast (8 mins drive) so a quick turnaround of tankers is expected.

The drainage system will be checked periodically with different elements inspected as part of routine checks. Table 15-2 below specifies the frequency of the checks for the relevant infrastructure:

Table 15-2 Inspection frequency

Infrastructure	Frequency of inspection
Drainage grids	Weekly
Catchpit	Monthly
Interceptor	Monthly
Attenuation tank	Monthly
Bunds	Monthly
Penstock valve	Quarterly

A record of inspections and any remedial actions taken as a result of these inspections will be kept by PD Port's Risk and Resilience Team.

16.0 During and After an Incident

16.1 Dealing with Issues During a Fire

The Site will not continue to accept waste if there is an active fire on site. Waste will be diverted to PD Port's Hartlepool facility or another suitably licenced site. If possible, waste producers will be notified in advance to prevent delivery vehicles arriving on site during and immediately after a fire.

³ Reduction of 30% due to expected evaporation.



16.2 Notifying Residents and Businesses

An emergency contact sheet is included in Appendix A. In the event of a fire the following procedure will be followed:

- The Site Manager or an employee nominated by the Site Manager will be responsible for locating the emergency contact list included in Appendix A;
- In the event of a large fire, 999 will be dialled first;
- The Site Manager or the nominated employee will phone each of the local businesses included in Appendix A; and,
- Once the situation has been declared under control by the FRS, the EA incident hotline will be called.

16.3 Clearing and Decontamination after a Fire

After a fire event, the following procedure will be implemented depending on the severity of the fire:

1. A small and containable fire that can be safely dealt with in-house using suitably trained staff and firefighting equipment located on site: The fire will be recorded in the Site Diary, including the causes of the fire and the methods used to manage it. An assessment will be carried out to determine whether further mitigation measures could have prevented the fire. Any outcomes to be implemented onsite will be incorporated within this FPP and the site's EMS as required.
2. A larger fire that requires the presence of the Fire Service: If the site operatives have been told to evacuate or cease operations by the EA and/or Fire Service, the Site will wait until told safe to re-enter site and resume operations. Any closure of the Site will be followed by informing customers and the regulatory authorities. The fire will be recorded in the Site Diary and an incident report will be completed to detail the causes of the fire and methods used to manage it. An assessment will be carried out to determine whether further mitigation measures could have prevented the fire. Any outcomes to be implemented onsite will be incorporated within this FPP and the Site's EMS as required.

Should damage be sufficient to prevent the site from being able to store waste, the Site will cease accepting waste and will divert to another PD Port facility or suitably licensed site.

The Site Manager will liaise with the EA to determine a plan-of-action to introduce normal operations at the Site, and the timescales involved to achieve this.

A visual assessment will be carried out by the Site Management to assess residues arising from the fire for processing. Materials that have become mixed and/or have insufficient metallic fraction will be exported from site as waste for disposal to a suitably permitted facility. Materials with an economic metal content will be processed to extract the metals. The Site Management will determine what decontamination measures will be required to be carried out proportionately to the impact caused by the fire. The length of time taken to restore the Site or affected part of the Site to operational status will be determined by the nature and extent of the fire. If the affected area does not impact the rest of the Site's operation, operations will re-start as and when appropriate.

16.4 Making the Site Operational after a Fire

After a significant incident, an assessment will be undertaken by a suitably qualified individual. Technically competent managers and/or engineers will assess the degree of damage caused by a fire and the residual risk from fire damaged waste, emissions or equipment. Burnt waste material will be kept on site for a short period of time if required for a subsequent internal



investigation. Following this, the material will be transferred off site to a suitably licensed disposal facility. If necessary, the affected area of the Site will be cleaned using on-site equipment.

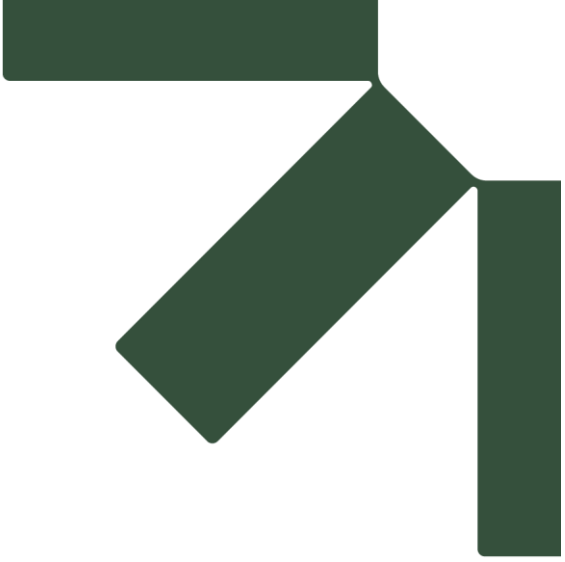
17.0 Conclusion

This FPP is considered to be a 'working' document that is reviewed and updated annually or as required should any of the following occur:

- A fire on site;
- A change or review of legislation;
- A change to operations on site; or
- If the Site is instructed to do so by the EA.

It is the responsibility of the Environment Manager or nominated person to maintain this FPP and to ensure it is adhered to in the event of a fire on site.

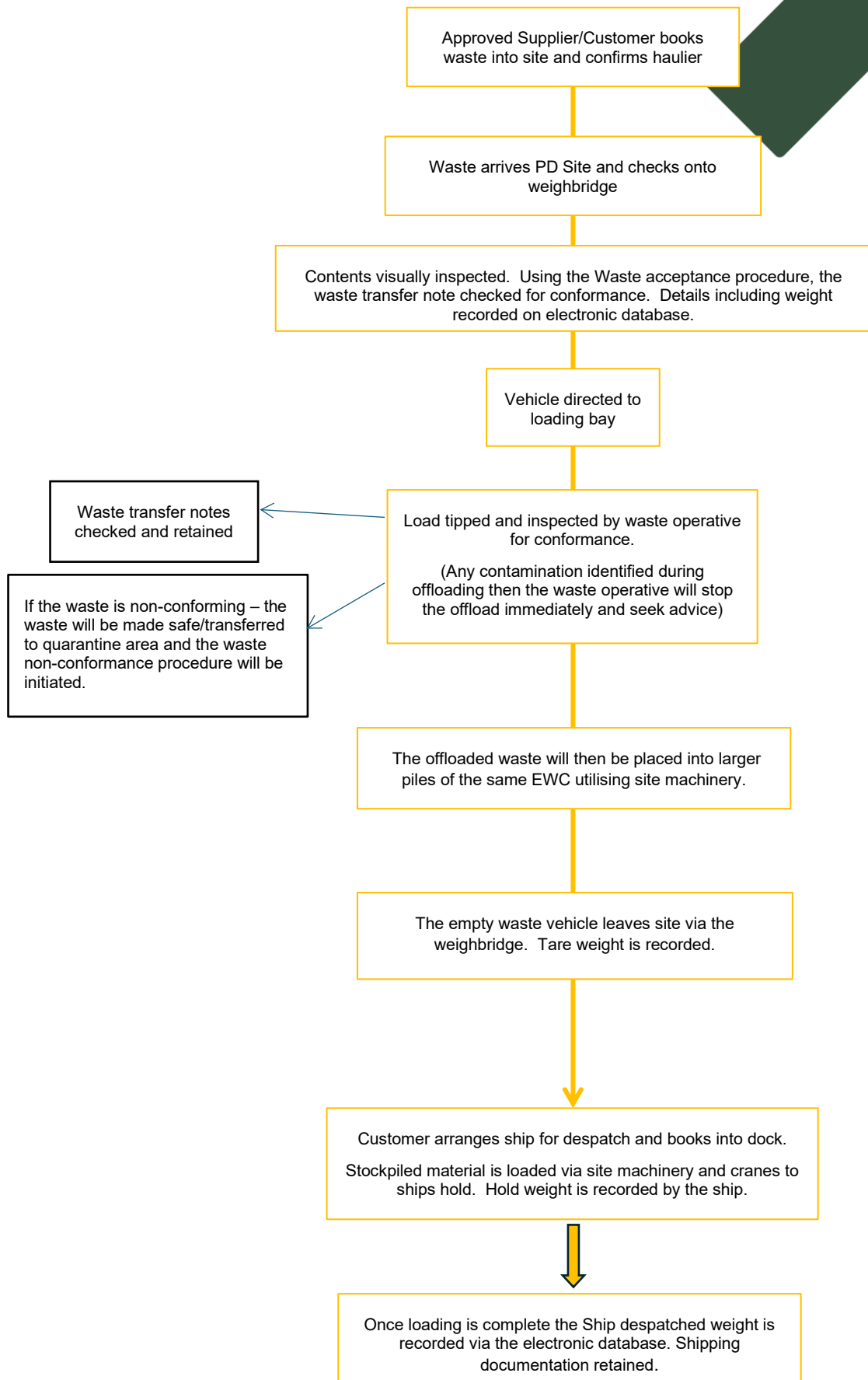




Appendix A Emergency Contact List

Name	Role		Contact	Dept
Grant Honzik	Director – Tees Bulks		07917 581921	PD Teesport Gold Commander - Crisis
Neal Armstrong	Head of Risk & Resilience		07425 621356	PD Teesport Gold Commander - Crisis
Alan Dixon	Head of HSEE		07548 312744	PD Teesport
Colin Dunn	Operations Manager – Tees Bulks		7794 215696	PD Teesport
Michael Hann	HSE Manager - North		07483 361608	PD Teesport
Paul Brooks	Harbour Master		07795 208195	PD Teesport
Chris Stocks	Marine Director		07730 620424	PD Teesport
Harbour Police			01642 277216	PD Teesport
Cleveland Police			999	101
Cleveland Fire Brigade			999	01429 874 060 Ask for Duty officer
Environment Agency			0800 8070 60	Ask for North East Area Base Controller
Port Health Authority			01287 612406	
Veolia	Emergency response		0800 626 274	
CSG	Emergency hotline		0800 5873133	
Scott Bros	Emergency response		01642 750444	01642 750 666
Telcoss	Emergency response		01642 989000	

Appendix B Waste Acceptance Procedure (WAP) Summary





Making Sustainability Happen