

SHANNON ESTUARY

MARINE EMERGENCY PLAN

0.0 PREFACE

0.1 Title Page

**MARINE
EMERGENCY
PLAN**

SHANNON ESTUARY

THIS IS AN ISO 9001 : 2000 CONTROLLED DOCUMENT.

APPROVED BY : HARBOUR MASTER
EFFECTIVE DATE : 01ST June 2015

MARINE EMERGENCY PLAN

0.2 Revision Page No 1

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MARINE EMERGENCY PLAN

0.3 Document Control Procedure

The responsibility for controlling the document is with Shannon Foynes Port Company.

The Plan will be kept under constant review to ensure that the document is suitable for all the Ports activities.

The Port Company is responsible for issuing the Plan and any subsequent amendments as required.

To meet statutory and Harbour Authority requirements the maximum period between formal reviews of the Plan will be 3 years.

MARINE EMERGENCY PLAN

0.4 Distribution

COPY NUMBER	COPY HOLDER
1	Shannon Foynes Port Company – ISO File
2	Shannon Foynes Port Company
3	Irish Coast Guard
4	Limerick City& County Council – CFO
5	Kerry County Council – CFO
6	Clare County Council – CFO
7	Aer Rianta Shannon – CFO
8	ESB Moneypoint
9	S.S.E. Tarbert
10	Rusal Aughinish
11	Pilot Station
12	Harbour Master Cappa
13	Gardaí – Limerick Henry St.
14	Gardaí – Limerick Askeaton
15	Gardai – Limerick Foynes
16	Gardaí – Kerry Listowel
17	Gardaí – Kerry Tralee
18	Gardai – Clare Ennis
19	Gardaí – Clare Kilrush
20	Limerick Cargo Handling
21	Limerick District Marine Search and Rescue
22	H.S.E.
23	Ambulance Service
24	Shannon Ferries

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MARINE EMERGENCY PLAN

1.0 INTRODUCTION

1. This Marine Emergency plan, as drawn up by all the appropriate authorities in the Estuary sets out the AGREED ACTION to be taken during ANY EMERGENCY OR POTENTIAL EMERGENCY in the Estuary. The success of this plan rests on the co-operation of all.
2. This document is set out in chapter form, the first dealing with emergencies in general, followed by separate chapters giving details of action to be taken in the case of particular types of emergencies.
3. The purpose of this Marine Emergency Plan is to provide an overall plan of action to be taken by all authorities in an emergency or potential emergency. Each authority will be responsible for issuing their own detailed instructions within the general provisions of this plan.
4. It is intended that exercises should be held at least annually to test out the efficiency and practicability of the plan and a general meeting will be convened after each exercise to review the events.
5. SHANNON FOYNES PORT COMPANY as the Port Authority has undertaken the Marine Emergency Plan production and co-ordination.
6. It is important that this plan should be kept up to date and any changes which affect the plan should be notified without delay to the Harbour Master, SHANNON FOYNES PORT COMPANY, Harbour Office, Foynes, Co. Limerick who will be responsible for issuing amendments to the plan.

2.0 PURPOSE AND OBJECTIVES OF THE PLAN

The purpose of this Marine Emergency Plan is as follows:

- a) to outline generally the procedures to be followed and the functions to be undertaken by the Authorities involved.
- b) to co-ordinate the procedure to be followed and functions to be undertaken by the Harbour Master, and co-ordinate this with the functions of the Gardaí, Fire Services, Local Authority, Health Board, and any other agencies responding to the emergency.

The Objectives of the Marine Emergency Plan includes;

- Protection and care of the public at times of vulnerability
- Clear leadership in times of crisis
- Early and appropriate response
- Efficient, co-ordinated operations
- Realistic and rational approach, capable of being delivered
- Transparent systems, with accountability
- Harnessing community spirit
- The ethos of self- protection
- Maintenance of essential services
- Safe working.

NOTE: The Marine Emergency plan sets out the basis for the co-ordinated response to a major emergency and the different roles and functions to be performed by the various agencies. The fact that procedures have been specified in the Plan should not restrict the use of initiative or common sense by individual officers in the light of prevailing circumstances in a particular emergency.

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3.0 SCOPE OF PLAN

This plan provides for a co-ordinated response to major marine emergencies arising, for example, from ship fires, explosions, gas releases, spillage of dangerous substances, chemicals, etc.

The Plan shall consist of three distinct parts:-

- The Introduction and Preamble, which is to include quick reference guides and charts of authority.
- The Plan proper, which outlines the procedures in relation to the activation of The Plan, Control of operations, allocation of functions etc.
- The Appendices, which are attached to this Plan.

The Plan will tie into and link as required with the Shannon Estuary Port Installation Plan, the Shannon Estuary Oil Spill Contingency Plan, and The Port Facility Security Plans for Shannon, Limerick and Foynes, Explosives Byelaws, and the Port Byelaws at a local level.

It will also link to The Major Emergency Plan for Limerick County Council, Limerick City Council, Clare County Council, and related Fire Brigades, Health Services, and Garda Major Emergency Plans where necessary, which in turn will link to the Regional and National Major Emergency Plans.

The Marine Emergency Plan will be circulated to all interested parties prior to publication.

4.0 AREA OF OPERATIONS OF PLAN

This Plan applies to all areas within the Shannon Estuary eastwards of a line joining Loop Head, Co. Clare with Kerry Head to the Shannon Bridge at Limerick.

Agencies responsible for Emergency Services in the area are:

- HEALTH SERVICE EXECUTIVE.
- GARDAI SIOCHANA
- COUNTY COUNCILS OF CLARE, KERRY AND LIMERICK
- LIMERICK CITY COUNCIL
- ALL FIRE SERVICES IN CLARE, KERRY, LIMERICK CITY AND COUNTY
- AER RIANTA AT SHANNON
- IRISH COASTGUARD

The Marine Emergency Plan will be activated by the HARBOUR MASTER, upon receipt of a major emergency, whether it has occurred or is imminent. He will then arrange for the immediate notification of County Fire Services, Health Boards and Gardaí as required to respond to the emergency.

NOTE

This Plan is designed to respond to emergencies concerning commercial shipping. **In agreement with IRISH COAST GUARD all leisure incidents or other similar type incidents i.e. people in the water, will be co-ordinated by them as stated under “A Framework for Major Emergency Management Protocol (7), Land based response to Marine Emergencies – Section 2.10” (In ports and harbours, the Irish Coast Guard will coordinate on – water SAR response, up to the Port Company/ Harbour Authority’s defined internal upstream navigational limit, in consultation with the Port Company/ Harbour Authority and, where appropriate, An Garda Síochána)**

5.0 DEFINITIONS

The following are the definitions of terms used in this Plan.

Coordinator

Reference throughout this Plan to COORDINATOR shall, unless otherwise stated, refer to the **HARBOUR MASTER**, as appointed by SHANNON FOYNES PORT COMPANY.

Assistant Coordinator

Reference throughout this Plan to ASSISTANT COORDINATOR shall refer to the Duty Harbour Masters and Assistant Harbour Masters at SHANNON FOYNES PORT COMPANY as appropriate.

Control

The process of influencing the activity of a service or group of services, by setting tasks, objectives or targets, without necessarily having the authority to give direct orders.

Controller of Operations

The person given authority by a principal response agency to control all elements of its activities at and about the site.

Co-operation

Working together towards the same end.

Crisis Management Team

A strategic level management group, which consists of senior managers from within the principal response agency, which is assembled to manage a crisis and deal with issues arising for the agency both during the emergency and the subsequent recovery phase.

Danger Area

A Danger area shall be declared when there is a definite risk to fire or rescue personnel because of the need for specialist equipment such as Breathing Apparatus, protective clothing, etc. The need for and extent of such an area will be decided upon by the Senior Fire Brigade Officer present following consultation with the Assistant Harbour Master present and with the various controllers and will depend on the danger, The activities of all agencies in the Danger Area will be under the overall control and direction of the Designated Fire Brigade Officer, subject only, to the persons in charge of those agencies continuing to exercise operational control over their own activities.

Marine Cell

The Marine Co-ordinating Group located at the SHANNON FOYNES PORT COMPANY Office, Harbour Office, Foynes. It comprises of Harbour Master and Chief Executive, assisted by key personnel. If an incident escalates then Representatives of IRISH COAST GUARD, Ship-owners and Salvors will also be part of this group. This group, operating within the Joint Response Centre at the Harbour Office will be responsible for looking after the Estuarial waters, the marine casualty and any resultant oil pollution on the waters of the Estuary. It will be under the clear leadership of the Harbour Master.

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Holding Area

Means the area to which personnel will report on arrival at the site of the emergency and from which will be deployed. It will be located inside the perimeter of the incident. Each emergency service will have its own holding area.

Irish Coast Guard

Refers to the IRISH COAST GUARD, who responds to all marine emergencies in the country.

Jetty Owner.

Where Jetty owner is referred to throughout the Plan this refers to:

- Shannon Foynes port company or its employees.
- Stevedores operating a vessel on that jetty

JRC

Joint Response Centre, which will normally be set up in the Harbour Office. It will consist of Representatives of the major agencies likely to be involved in a serious emergency.

Major Emergency Management

The range of measures taken under the five stages of the emergency management paradigm.

- Hazard Analysis/ Risk Assessment;
- Mitigation/ Risk Management;
- Planning and Preparedness;
- Co-ordinated Response; and
- Recovery

Major Emergency Plan

A plan prepared by one of the Principal Response Agencies.

Major Emergency.

Any event which, usually with little or no warning, causes or threatens death or injury, serious disruption of essential services, or damage to property, the environment or infrastructure beyond the normal capabilities of the principal emergency services in the area in which the event occurs, and requiring the activation of specific additional procedures to ensure effective, co-ordinated response.

Media Centre

A building/area specifically designated for use by the media, and for liaison between the media and the principal response agencies.

Media Holding Statements

Statements that contain generic information that has been assembled in advance, along with preliminary incident information that can be released in the early stages of the emergency.

Mitigation

Apart of risk management and includes all actions taken to eliminate or reduce the risk to people, property and the environment from the hazards which threaten them.

Mutual Aid

The provision of services and assistance by one organisation to another.

National Emergency Co-ordination Centre

A centre designated for inter-departmental co-ordination purposes.

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On-Site Coordinator

The person from the lead agency with the role of coordinating the activities of all agencies responding to an emergency.

On Scene Control Centre

This is the place at the site of the emergency from which The Controller of Operations provides overall control and direction and co-ordinates the activities of all services responding to the emergency. It will be located as close to the incident as safety permits taking account of the nature of the incident, communications facilities, terrain etc. All services should share common Control Centre for consultation and on scene decisions.

On Scene Commander

In an emergency concerning fire the Senior Fire Officer present will become the On Scene commander

On-Site Coordination Centre

Specific area/facility at the Site Control Point where the On-Site Co-ordinator is located and the On-Site Coordination Group meet.

On-Site Co-ordination Group

Group that includes the On-Site Co-ordinator and the Controllers of Operations of the other two agencies, an Information Management Officer, a Media Liaison Officer and others as appropriate.

Operational Level

The level at which the management of hands-on work is undertaken at the incident site(s) or associated areas.

Principal Emergency Services (PES)

The services which respond to normal emergencies in Ireland, namely An Garda Síochána, the Ambulance Service and the Fire Service.

Principal Response Agencies (PRA)

The agencies designated by the Government to respond to Major Emergencies i.e. An Garda Síochána, the Health Service Executive and the Local Authorities.

Protocol

A set of standard procedures for carrying out a task or managing a specific situation.

Receiving Hospital

A hospital designated by the Health Service Executive to be a principal location to which major emergency casualties are directed.

Recovery

The process of restoring and rebuilding communities, infrastructure, buildings and services.

Regional Co-ordination Centre

A pre-nominated building, typically at regional level, with support arrangements in place & used by the Regional Co-ordination Group.

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Regional Co-ordination Group

A group of senior representatives of all relevant principal response agencies, whose function is to facilitate strategic level co-ordination at regional level.

Rendezvous Point (RVP)

The Rendezvous Point is the location to which all resources responding to the emergency site are directed in the first instance. An Garda Síochána will organise the Rendezvous Point. Other services may have one of their officers present to direct responding vehicles into action or to that service's Holding Area.

Response

The actions taken immediately before, during and/or directly after an emergency.

Resilience

The term used to describe the inherent capacity of communities, services and infrastructure to withstand the consequences of an incident, and to recover/restore normality.

Rest Centre

Premises where persons evacuated during an emergency are provided with appropriate welfare and shelter.

Risk

The combination of the likelihood of a hazardous event and its potential impact.

Risk Assessment

A systematic process of identifying and evaluating, either qualitatively or quantitatively, the risk resulting from specific hazards.

Risk Holders

Organisations and companies, which own and/or operate facilities and/or services where relevant hazards are found, such as Airlines, Chemical Manufacturers, etc.

Risk Management

Actions taken to reduce the probability of an event occurring or to mitigate its consequences.

Risk Matrix

A matrix of likelihood and impact on which the results of a risk assessment are plotted.

Risk Regulators

Bodies with statutory responsibility for the regulation of activities where there are associated risks, such as the Health and Safety Authority, the Irish Aviation Authority, etc.

Scenario

A hypothetical sequence of events, usually based on real experiences or on a projection of the consequences of hazards identified during the risk assessment process.

SEVESO sites

Industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under Council Directives 96/82/EC and 2003/105/EC, commonly referred to as the Seveso II Directive.

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Site Casualty Officer

The Member of An Garda Síochána with responsibility for collecting all information on casualties at the site.

Site Control Point

The place at a major emergency site from which the Controllers of Operations control, direct and co-ordinate their organisation's response to the emergency.

Site Medical Officer

The medical officer with overall medical responsibility at the site, who will liaise with the health service Controller of Operations on all issues related to the treatment of casualties.

Site Medical Team

A team drawn from a pre-arranged complement of doctors and nurses, with relevant experience and training, which will be sent to the site, if required.

Site Management Plan

The arrangement of the elements of a typical major emergency site, matched to the terrain of the emergency, as determined by the On-Site Co-ordination Group.

Standard Operating Procedures

Sets of instructions, covering those features of an operation that lend themselves to a definite or standardised procedure, without loss of effectiveness.

Support Team

A pre-designated group formed to support and assist individuals operating in key roles, such as On-Site Co-ordinator, Chair of Local Co-ordination Group, etc.

Strategic Level

The level of management that is concerned with the broader and long-term implications of the emergency and which establishes the policies and framework within which decisions at the tactical level are taken.

Survivor Reception Centre

Secure location to which survivors, not requiring hospital treatment, can be taken for shelter, first aid, interview and documentation.

Temporary Mortuary

A building or vehicle adapted for temporary use as a mortuary in which post mortem examinations can take place.

Triage

A process of assessing casualties and deciding the priority of their treatment and/or evacuation.

SRC

Shoreline Response Centre. This will be set up if serious oil pollution occurs and it impacts the shoreline. There should be clear leadership in this department which requires its own expertise to meet heavy demands with logistics and the control of shore based manpower and equipment.

6.0 FUNCTIONS OF VARIOUS AUTHORITIES

6.1 Introduction

These are general functions expected of the Authorities but they should not replace a more specific action entry in the various scenario sections, which follow in this plan.

6.2 Gardaí

An Garda Síochána should undertake the following functions in the response to a major emergency:

- declaration of a Major Emergency and notifying the other two relevant principal response agencies;
 - activation of predetermined procedures/arrangements in accordance with its Major Emergency Mobilization Procedure;
 - requesting assistance from the Defence Forces in line with agreed protocols, MOUs, SLAs and current practices;
 - acting as lead agency, where this is determined in accordance with Appendix 8 and section 6.1 of Clare Local Authorities Major Emergency Plan, and undertaking the specified co-ordination function;
 - maintaining law and order;
 - implementing agreed site plan/management arrangements, as appropriate;
 - traffic management;
 - crowd control;
 - implementing agreed aspects of evacuation procedures;
 - informing the public, as necessary and on the advice of the competent authorities, of actual or potential dangers arising from the emergency;
 - co-ordinating/conducting searches for missing persons;
 - assisting and directing survivors/uninjured persons away from the site (and any danger area) to places of safety;
 - collecting information on casualties and survivors;
 - arrangements in respect of the dead, in association with the Coroner;
 - recovery of bodies;
 - provision of casualty bureau/casualty information service;
 - preservation of the site;
 - collection of evidence and forensic work;
- Note: Precedence should only be given to this activity where it will not interfere with the protection of life, the rescue of live casualties, and the treatment of casualties
- assisting the Coroner in the case of fatal casualties, inquiries or criminal proceedings;
 - engaging any specialist contractors required to assist with emergency operations;
 - exercising control of any voluntary or other service which it mobilizes to the site;
 - monitoring and/or reporting on the impact in its functional area of any emergency/crisis which falls within the ambit of a “National Emergency”, and undertaking any countermeasures in its functional area which are required/ recommended by an appropriate national body;

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- any other function, related to its normal functions, which is necessary for the management of the emergency/crisis;
- any function which the On-Site Co-coordinating Group requests it to perform; and,
- maintaining essential Garda services during the Major Emergency.

6.3 Local Authorities

The Local Authority should undertake the following functions arising from the Framework in the response to a major emergency: -

- declaration of a Major Emergency and notifying the other two relevant principal response agencies;
- mobilisation of predetermined resources and activating predetermined procedures in accordance with its Major Emergency Mobilisation Procedure;
- acting as lead agency, and undertaking the specified coordination function;
- protection and rescue of persons and property;
- controlling and/or extinguishing of fires;
- dealing with hazardous material incidents including:
- identification, containment, neutralisation and clearance of chemical spills and emissions;
- decontamination (other than clinical decontamination) on-site of persons affected (under medical supervision where necessary);
- advising on protection of persons threatened, by sheltering or evacuation;
- arranging/overseeing clean-up of affected areas;
- limiting damage to infrastructure and property;
- provision of access/transport to/from the site of the emergency;
- provision of additional lighting required, beyond what the principal emergency services normally carry;
- assisting An Garda Síochána to recover bodies, when requested;
- support for An Garda Síochána forensic work;
- support for the Coroner's role, including provision of temporary mortuary facilities;
- accommodation and welfare⁴ of evacuees and persons displaced by the emergency;
- provision of food, rest and sanitary facilities as appropriate for personnel involved in the response to the emergency;
- engaging any specialist contractors required to assist with emergency operations;
- exercising control of any voluntary or other service which it mobilises to the site;
- liaison with utilities regarding restoration/maintenance/or enhancing services provided to the site or to persons affected;
- site clearance, demolition, clear-up operations, removal and disposal of debris;
- monitoring and/or reporting on the impact in its functional area of any emergency/crisis which falls within the ambit of a "National Emergency", and coordinating/ undertaking any countermeasures in its functional area which are required/ recommended by an appropriate national body;
- any other function, related to its normal functions, which is necessary for the management of the emergency/crisis;
- any function which the On-Site Co-ordinating Group requests it to perform;
- maintaining essential Local Authority services (e.g. roads availability, fire and emergency operations cover, public water supply, waste water treatment, waste disposal) during the major emergency.

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Fire Brigade

- Mobilise response to emergency, set in motion their own Emergency Plan.
- Use of Helicopter for first response (controlled by IRISH COASTGUARD), if required.
- Use of Helicopter for on-going response.
- Take command of forward command post and co-ordinate fire fighting.
- Prepare to board fire tugs and fight fire on vessel in Estuary.

6.4 Health Service Executive

The Health Service Executive should undertake the following functions in the response to a major emergency: -

- declaration of a Major Emergency and notifying the other two relevant principal response agencies;
- activation of predetermined procedures/arrangements in accordance with its Major Emergency Mobilisation Procedure;
- acting as lead agency, and undertaking the specified coordination function;
- provision of medical advice and assistance;
- provision of medical aid to casualties at the site;
- triage of casualties, and assigning them to hospitals for evacuation;
- casualty evacuation and ambulance transport;
- provision of hospital treatment;
- provision of psycho-social support to persons affected by the emergency;
- certification of the dead;
- support for An Garda Síochána's forensic work;
- support for the Coroner's role;
- provision of community welfare services;
- clinical decontamination and decontamination of contaminated persons on arrival at hospital;
- advising and assisting An Garda Síochána and Local Authorities on public health issues arising;
- exercising control of any voluntary or other service which it mobilises to the site;
- monitoring and/or reporting on the impact in its functional area of any emergency/crisis which falls within the ambit of a "National Emergency", and coordinating/undertaking any countermeasures in its functional area which are required/recommended by an appropriate national body;
- any other function, related to its normal functions, which is necessary for the management of the emergency/crisis;
- any function which the On-Site Co-ordinating Group requests it to perform; and,
- maintaining essential health services during the Major Emergency.

At the site of a Major Emergency, HSE West will exercise control, not only over its own services, but also over any additional services (other than those of the other principal response agencies) which it mobilises to the site. Control of the HSE services at the site of the Emergency shall be exercised by the Controller of Operations. The Controller of Operations is empowered to make all decisions relating to his/her agency's functions, but must take account of decisions of the On-Site Co-ordination Group in so doing.

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The role of the Controller of Operations is set out below:

- To make such decisions as are appropriate to the role of controlling the activities of HSE services at the site (Controlling in this context may mean setting priority objectives for individual services; command of each service should remain with the officers of that service.);
- To meet with the other two Controllers, determine the lead agency and inform HSE CMT of this decision.
- To undertake the role of On-Site Co-ordinator, where the service s/he represents is identified as the lead agency;
- To participate fully in the site co-ordination activity, including the establishment of a Site Management Plan;
- Where another service is the Lead Agency, to ensure that HSE operations are co-ordinated with the other principal response agencies, including ensuring secure communications with all agencies responding to the major emergency at the site;
- To decide and request the attendance of such services as s/he determines are needed;
- To exercise control over such services as s/he has requested to attend;
- To operate a Holding Area to which HSE personnel from his/her agency will report on arrival at the site of the major emergency and from which they will be deployed;
- To requisition any equipment s/he deems necessary to deal with the incident;
- To seek such advice as s/he requires;
- To maintain a log of HSE activity at the incident site and decisions made;
- To contribute to and ensure information management systems operate effectively;
- To liaise with and brief the HSE Crisis Management Team on the handling of the major emergency.
- Other functions of the HSE Controller of Operations

For most incidents the HSE Controller of Operations will be the Chief Ambulance Officer or his or her designated alternative. The regional Ambulance Plan may contain additional tasks and responsibilities for the HSE Controller of Operations. In the event of a conflict between the Regional Ambulance Plan and the HSE Regional Plan the HSE Regional Plan will take precedence.

Note:

The HSE Ambulance Service may be asked by an Garda Síochána or the Coast Guard to assist in emergencies arising on inland waterways or estuary's. They will normally do this by providing Ambulances and personnel to a pre-arranged location. It is important to note that HSE ambulance personnel are not equipped or trained to deal with emergencies involving search and rescue of casualties involved in emergencies on inland waterways.

6.5 Ship's Master

- Safety of ship and her complement.
- Raise the alarm.
- Responsible to take immediate steps to safeguard his ship until assistance arrives. (i.e. fight fire, contain any spillage, limit any damage, prepare engines for departure etc.). Direction to tugs and fire-fighting until the arrival of the senior fire officer and Harbour Master.
- Report the type of emergency, cargo and quantity and any other useful information e.g. stability and fire plan etc.
- Nominate a senior officer to assist the Senior fire brigade officer present in fighting the fire.
- Inform owners, agents, and insurers of incident and consequences.
- Comply with instructions from the Harbour Master in regard to the safety of the Port.

6.6 Irish Coastguard

The overall objective of the IRCG is to reduce the loss of life within the Irish Search and Rescue Region and on rivers, lakes and inland waterways, to protect the quality of the marine environment within the Irish Pollution Responsibility Zone, harbours and maritime Local Authority areas, and to preserve property.

The Minister for Transport has the responsibility for a national system of marine emergency management and this task is assigned to the Irish Coast Guard, which is a Division within that Department. The delivery of Maritime SAR, its participants and their functions are listed in the National Maritime SAR Framework. The marine emergency management functions which the Irish Coast Guard carries out include the following:

- Providing a national marine search and rescue response service;
- Providing a coastal, inland and where appropriate, cliff search and rescue service;
- Providing a casualty/body search and recovery service and a family liaison service;
- Provide a national maritime communications, paging and surveillance system including incident alert and notification;
- Provide and co-ordinate response to marine pollution and ship casualty incidents and the preparation, co-operation, direction and co-ordination of sea and on-shore recovery and clean-up operations;
- Issuing directions, or taking direct action under the Minister's powers of intervention, to prevent, mitigate or eliminate pollution;
- Developing and co-ordinating an effective regime in relation to marine pollution cooperation, preparedness and response;
- Approving Local Authority, harbour/port and off-shore oil pollution and hazardous and noxious substances (HNS) response plans; and
- Provide a coastal vessel traffic management information system.

These functions of the Irish Coast Guard are derived from Government policy and a variety of national and international legislation.

6.7 Jetty Personnel

- Raise the alarm as per instructions. Call 999 or 112 and report
- Stop all cargo operations, disconnect if tanker berth and advise vessel to prepare engines.
- Call Harbour Master's office either on VHF Ch 16 or CH 11 or phone 069 73103 or 087 2542266 and give brief details. The Emergency Plan will then be set up as required.
- Follow any in-house or Company Regulations.
- Take charge and contain emergency until help arrives.
- Give brief concise details to senior fire brigade officer and harbour master's representative on their arrival.
- If fire or explosion sighted on another berth then report on calling 999 or 112 and stopping any operations on his own jetty.

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6.8 Harbour Master

Harbour Masters are responsible for the safety of navigation within their Harbour Authority defined areas of jurisdiction, under various Acts, and, in the case of a Harbour under the management of Iarnróid Éireann – Irish Rail, have specific powers to regulate and control all Shipping/Boat movements in the Harbour and its approaches. Inter-alia, the Harbour Master may also exercise the following powers:

- A Harbour Master may refuse entry into the harbour, over which s/he has control, to a ship, which s/he has reasonable cause to believe would cause a serious threat of damage to flora or fauna, living marine resources, the harbour or other ships, unless the entry of the ship is necessary for the purpose of saving life
- A Harbour Master may decide to close the harbour and/or restrict movements;
- No vessel is to be moved from any jetty, mooring buoy or anchorage, after the receipt of an emergency notification, without the permission of the Harbour Master, except when the vessel is in immediate danger. Such movements should only take place where absolutely necessary and the Harbour Master must be informed as soon as possible;
- Under no circumstances may any vessel on fire or in danger of sinking, or causing major pollution, be moved or brought into the harbour, without the specific authority of the Harbour Master, who will designate a suitable berth. If a pollution incident or potential pollution incident occurs, the Harbour Master will activate the Oil Spill Contingency Plan and inform all the relevant agencies;
- A Harbour Master shall notify the Irish Coast Guard of any pollution or ship casualty incident within his/her area of responsibility.
- Emergency Plan Coordinator.
- Will decide on receipt of emergency as to whether Plan is to be activated and to what extent and will decide whether to proceed to site of emergency to initially assess the situation for himself.

He shall

- Despatch Duty Harbour Master to scene of emergency.
- Call and advise IRISH COAST GUARD
- Call and advise Fire Brigade.
- Call and advise Garda Síochána.
- Call office personnel as per Plan.
- Call and advise H.S.E.
- Establish communication with all emergency services.
- Contact and dispatch fire tugs as required.
- Control launches and rescue craft.
- Establish contact with all jetties and installation's in the Estuary and stand down as necessary.
- Maintain contact with Pilot Service.
- Set up base control and forward control station.
- Broadcasts on VHF and Media reports.

6.9 Tugs

- Mobilise as instructed by HARBOUR MASTER.
- Proceed to scene of fire to tow casualty or vessel from fire.
- Use fire-fighting capabilities to control fire under the command of the on- scene commander.
- Report to Fire Party pick up point and carry fire fighters and equipment to scene of fire.
- Tow other vessels in the Estuary as directed by HARBOUR MASTER.
- Escort casualties or damaged vessels to berth assigned by HARBOUR MASTER.

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- Standby vessels aground or going aground as directed by HARBOUR MASTER.
- Any other duties as requested by HARBOUR MASTER.

6.10 Pilot Station

- Call up stand by crew on receipt of emergency.
- One crew to remain in station and second standing by pilot boat.
- Promulgation of information on VHF, Liaison between vessel and HARBOUR MASTER if outside range of Port Control VHF.
- Liaison between HARBOUR MASTER and pilot service.
- Transport of pilots or as required by HARBOUR MASTER.

7.0 GENERAL CONSIDERATIONS AFFECTING EMERGENCIES

7.1 Raising the Alarm and Control of Operations

When an emergency or potential emergency occurs, it is vital that the alarm should be raised immediately. The initial responsibility for this is outlined in each section of the plan.

All reasonable steps will be taken by those on the spot to render whatever aid is immediately available. Subsequent action will be controlled through the On Scene Control Centre and co-ordinated as necessary by the HARBOUR MASTER at the Harbour Office.

The decisions to declare an emergency and implement the plan will be made by the HARBOUR MASTER.

The Emergency Plan will be activated in whole or part in all incidents involving fire on board a vessel however minor.

The Fire Brigade and other emergency Services may be mobilised before an emergency is declared to deal with minor incidents on ships or jetties. **The HARBOUR MASTER must always be informed of any such Mobilisation and/or incidents.**

7.2 Control of Shipping Movements

All decisions regarding the movements of shipping during an emergency will be made by the HARBOUR MASTER, and, where necessary, he will decide the order in which ships are to be moved. In this regard throughout the plan the Duty Harbour Master have authority to act for the Harbour Master in the event of his non-availability.

No vessels are to be moved from any jetties or dock or anchorage's after receipt of an Alarm without the agreement of the HARBOUR MASTER, except where a vessel is in immediate danger of being affected by the emergency and due to the special circumstance contact with, and agreement from, the HARBOUR MASTER is impossible. This should only be done when grave imminent danger to the vessel exists, and every possible effort has been made to contact the HARBOUR MASTER.

Vessels moored to a jetty where an emergency is taking place but not involved in the emergency may be moved to anchor, or to sea, or to another jetty, after consultation with the jetty operators involved.

Where a fire occurs in a vessel alongside a jetty, the vessel will, except in special circumstances, be kept alongside to help in fire-fighting operations, and to increase the safety of the fire personnel and the ship's crew.

Under no circumstances may any vessel on fire or in danger of sinking be moved without the specific authority of the HARBOUR MASTER who will lay down the area to which the vessel will be moved and the route thereto.

Vessels in danger of sinking will not use or cross the Estuary unless directed to do so by the HARBOUR MASTER.

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During emergencies the Harbour Office and forward Control Centre will normally be attended by the HARBOUR MASTER or Duty HARBOUR MASTER. It should therefore, be possible to obtain agreement in full, of one of these officers before a vessel is moved.

7.3 Loading or Discharging Dangerous Goods

On receipt of an alarm, all loading/discharging of dangerous or flammable goods and explosives will stop immediately at that jetty, and await further instruction from the HARBOUR MASTER.

7.4 Responsibility for Fire Fighting Operation

In all cases initial “first aid fire-fighting” will be undertaken by all personnel on the scene with whatever equipment is available.

For fires at jetties or in vessels alongside jetties direction and control of all resources will be exercised by the Master or Jetty Owner concerned until the arrival of the Fire Brigade when overall control will be assumed by the Senior Officer present.

For fires in vessels anchored or underway in the Estuary, direction and control of all resources will be exercised by the Master until the arrival of the Fire Brigade, when overall control of the fire will be assumed by the Senior Officer present.

Should any question concerning the safety or stability of a ship arise in the course of fighting a fire, the Master, HARBOUR MASTER, and Senior Officer of the Fire Brigade present will confer, and take all necessary steps to ensure the vessel’s safety.

The HARBOUR MASTER, Representative of the jetty owners, or both, will be responsible for calling the attention of the Officer directing fire fighting operations to any operation that could affect the present or future safety of the Estuary, and in conjunction with this Officer take any steps necessary to ensure its safety and efficient working.

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7.5 Information to the Public and Media

Information to the Public will be channelled through Gardai at Headquarters of the region.

Information to the Media will be channelled through the Information Centre set up at Shannon Foynes Port Company headquarters.

7.6 National and County Council Plans

Attention is drawn to the existence of National Response Plans prepared by IRISH COASTGUARD and also County Major Emergency Plans, prepared by the relevant County Councils covering onshore implications of any emergency.

7.7 Interaction of Marine Emergency Plan with National and Local Authority Major Emergency Plans

In the event of a marine incident requiring the declaration of a Major Emergency by a local authority then the Marine Emergency Plan will run concurrently with that plan. The HARBOUR MASTER will continue to control the marine incident and liaise as required with the Local Authority under the Marine Emergency Plan.

If a marine incident, as assessed by the HARBOUR MASTER, escalates beyond the control of the Port Authority and other agencies involved, or if in the opinion of the Director of IRISH COASTGUARD the incident is not being handled to his satisfaction, then IRISH COASTGUARD, as the Government Agency, may intervene and assume control of the incident with full accountability.

The transfer of control will be carried out through the Director of IRISH COASTGUARD acting on behalf of the Minister of the Marine and Natural Resources who will issue an instruction appointing himself, or a person nominated by him, to assume control of the marine incident.

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8.0 RESOURCES AND EQUIPMENT

The Emergency Plan will have access to the following equipment:

8.1 Shannon Foynes Port Company	
“SHANNON 1”	Shannon 1 - multicat.
“LOOP HEAD”	40 ft. Pilot launch based at Cappa / Kilrush. VHF Base stations and Portable Radios.
“KERRY HEAD”	Lochan 40 ft workboat based in Foynes.
8.2 Aer Rianta	
	Fire Fighting pump for water or foam production.
8.3 Irish Coast Guard.	
	1 by SAR SIKORSKY S92 HELICOPTERS
	1 by SAR SIKORSKY S61 HELICOPTERS
8.4 Via Limerick Marine Search and Rescue Service.	
	1 by Lencraft rigid hull – 7.5m
	1 by RNLI EA 16 D-Class lifeboat.
	1 by RNLI EA 16 D-Class lifeboat MII.
	1 by Zodiac inflatable HD MIV.
	1 by Zodiac inflatable Grand Raid MIII
	1 by Land Rover Defender 110 Rapid Response vehicle.
	1 by Mitsubishi Crew Cab Rapid Response vehicle
	1 by Mercedes Van, equipped for rescue.
	1 by Mercedes 1018 Rigid Truck (Diving Unit)
8.5 Shannon Ferries	
	2 Ferry Vessels, Shannon Breeze, and Shannon Dolphin with VHF sets.
8.6 Civil Defence (Limerick County Council)	
	1 Ambulance fully equipped medically and fitted with VHF and UHF radios.
	2 by personnel carriers with capacity of 15 persons each, fitted with VHF (not Marine) and UHF radios.
	1 Landrover fitted with UHF and VHF (not Marine) radios.
	1 Lighting and cutting set on trailer.

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	1 Welfare tent/trailer.
	6 radio handsets UHF.
	Rescue, casualty and welfare equipment.
8.7 Civil Defence (Limerick City Council)	
	1 Fire Tender, c/w 60' Hydraulic Extension Ladder and fitted with UHF and VHF (not Marine) radio.
	3 Portable Pumps.
	1 Emergency Cutting Equipment.
	1 Emergency Lighting Unit.
	1 Emergency Rescue Trailer c/w manpack equipment - seven seats.
	Ten hand held portable radios.
	1 by 42 seater bus.
	2 by 18 seater Mini-bus, fitted with UHF and VHF (not Marine) radio.
	1 by Ambulance, fitted with UHF and VHF radio.
	1 by 4 wheel drive Landrover, fitted with UHF and VHF (not Marine) radio.
8.8 Celtic Tugs	
	Fire Fighting Tug "CELTIC BANNER".
	Fire Fighting Tug "CELTIC REBEL"
8.9 Rusal Aughinish	
	17 ft. semi rigid, 2 by 50 ft. hp o/bs VHF fitted.
	Handheld VHF sets by 2, 1 Base station.
	4 by UHF two band receivers.
	Various plant hire type mobile machinery.
	Fire tender and Ambulance.
8.10 Gerald Griffin Cappa Pier	
	CARAID 36 by 12 ft. 185 hp 12 man
	UNDAUNTED 30 by 11 ft. 125 hp 12 man
	DEVA 33 by 12 ft. 300 hp 12 man
	ST. SENAN 11.2m by 4.2m 175hp 34 man
8.11 Shannon Workboats Ltd:	
	"ISLANDER 111", 42 ft. Workboat, 250-bhp engine fitted with VHF, Radar and Echo sdr.

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8.12 Fire Brigade Equipment

Equipment	Limerick City	County Limerick	County Clare	County Kerry	County Tipperary NR
Water Tender	3	4	4	5	3
Hydraulic Platform	2	1	2	1	1
Foam Making Equip	Yes	Yes	Yes	Yes	Yes
General Purpose Vehicle	1	2	2	1	1
Emergency Tender	1	1	1	-	-
Control Unit	1	-	-	-	-
Personnel					
Full Time	62	2	-	2	3
Part Time	-	40	35	38	28

9.0 CO-ORDINATING GROUP CHECKLIST

9.1 Forms of Communication

Telephone - Network
Cellular
Recording Unit
Broadband

VHF - Base set
Hand Sets
Spare Batteries
Battery Chargers
Headsets if required
Relay Station

Satellite Communications if required.

Fax - at least 2, one for outgoing and one for incoming messages.

Computer - again 2 if possible one for working plan
and the other for the Historian to log all
details and messages in an out.

E-mail – available.

MARINE EMERGENCY PLAN

9.2 Notes in Setting Up Response

Ensure suitable power sources. Try and keep operations and planning in separate rooms.

- Response Log.
- Charts and Road Maps of Estuary.
- Sensitivity Maps of Area.
- Callsigns of all units operating during Emergency.
- Situation Report boards and paper.
- Tide Tables.
- Pilot Book.
- Emergency Directory, or printout from computer.
- Contingency Plans.
- Pens, pencils, scrap paper, carbon copy notebooks so all notes and messages are recorded.
- Telephone Directories.
- Computers and photocopiers.
- First Aid Box.

9.3 Offices Will Be Allocated As Follows:

Control Centre.....	Harbour Master's Office (inner)
Operations Centre.....	Harbour Master's Offices (outer)
Media Centre.....	Boardroom
Communications Centre.....	Harbour Master's Offices (outer)
Logistics Centre.....	Port Operations Office.

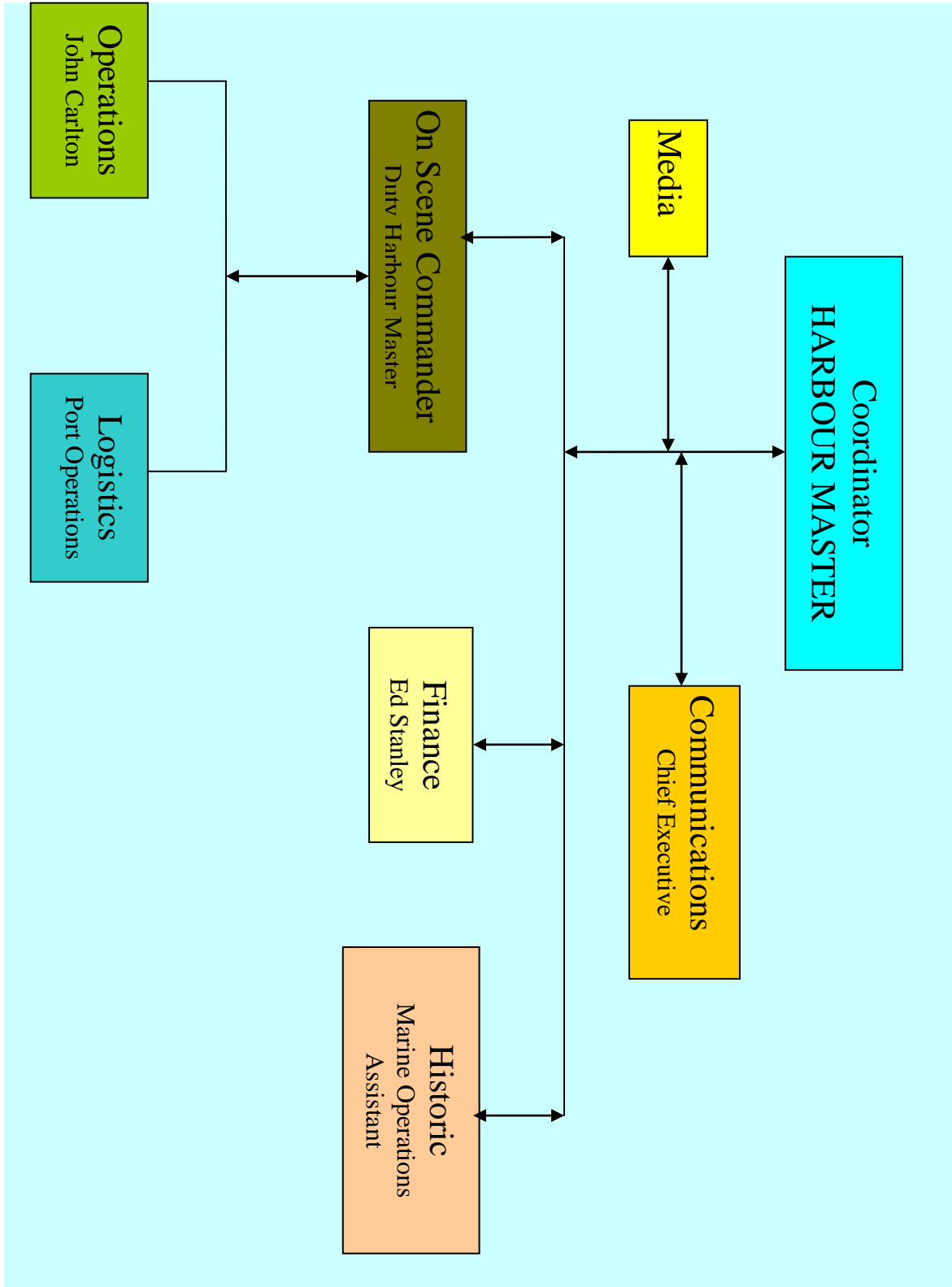
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9.4 Advice

Some headings on which the Co-ordinating Group will advise on in the event of activating the Marine Emergency Plan will include:

- SALVAGE
- FIREFIGHTING
- TECHNICAL
- ENVIRONMENTAL
- LEGAL
- INSURANCE
- DISPOSAL

9.5 Deployment of Office Staff



10.0 SCENARIOS

SCENARIO 1

MARINE EMERGENCY PLAN

10.1 Fire or Explosion on a Jetty

RAISING THE ALARM

- 10.1.1 The responsibility for raising the Alarm will rest with Jetty Owner concerned.
- 10.1.2 All Jetty Owners will issue instructions on raising the Alarm for a fire or Explosion on their own Jetty.
- 10.1.3 All Jetty Owners will issue instructions on the action to be taken by their own personnel when seeing fire or Explosion on a Jetty other than their own.

METHOD OF RAISING THE ALARM

- 10.1.4 By personnel on the Jetty concerned, alarm should be raised by:
- a) Reporting the Emergency as quickly as possible as follows:
- (I) Ringing Emergency Service No. **999 or 112**, and ask for FIRE giving a short message stating where the fire is and if possible, whether any casualties have occurred or are likely to occur.
- (II) Ringing the Harbour Office On 069 73103 or Duty Harbour Master on 087 2542266 and/or or the Pilot Station (065 9051021). If telephones are out of order the above locations can be contacted on VHF Ch. 16, also Shannon Radio can be contacted on VHF Ch. 16 who will pass the information to the relevant emergency services.
- 10.1.5 Any persons seeing a Fire or Explosion on another jetty should:
- a) Ring the Jetty concerned stating exactly what they have seen.
- b) Ring the Emergency Services No. **999 or 112**, as above, passing the same message stating where the jetty concerned has been informed.
- c) Contacting the Harbour Offices or Pilot Station as above with the same message.

MARINE EMERGENCY PLAN

ACTION BY JETTY OWNER

- 10.1.6 Having raised the alarm, the responsibility for fighting the fire will rest with those on the jetty until the Fire Brigade arrives, when overall control of fire fighting will be undertaken by the Senior Fire Brigade Officer present.
- 10.1.7 All operations on the jetty will cease, and if ship is alongside, then advise that the ship prepares for sea. Removal from jetty will be subject to special approval by the HARBOUR MASTER.
- 10.1.8 The Jetty Owner will keep the Control Centre informed of the emergency and of all developments affecting shipping and it should it become necessary to move the ships, then the Harbour office will organise the ordering of pilots and tugs.
- 10.1.9 The Jetty owner will set up Control Centres, of which the Forward Control Centre closest to the incident will be managed by representatives of the owner, Assistant Harbour Master, and Fire Brigade who will be responsible for ensuring frequent contact and continuous liaison between all parties involved in the incident. Direct line communications will be established and continuously manned.
- 10.1.10 If, after reporting a fire, casualties subsequently occur, the Jetty Owner will notify the need for Ambulance Services as soon as possible by dialling **999 or 112** and asking for Ambulance.
- 10.1.11 Should it be necessary to evacuate casualties or personnel by water, the HARBOUR MASTER will arrange marine transport using either the Shannon Ferry Service, and tugs or other harbour craft.

ACTION BY JETTY OWNERS NOT INVOLVED

- 10.1.12 All jetties in vicinity will be put on stand-by during the emergency and all operations will cease until advised otherwise by the HARBOUR MASTER. All ships in the vicinity will be advised and have engines ready to go.
- 10.1.13 All jetty owners will maintain listening watch on channels 16 and 11 and will ensure that direct line telephones to the Harbour Office will be kept manned during the period of the emergency.
- 10.1.4 All Jetties will be put on stand-by during an emergency whether or not there are vessels alongside.

MARINE EMERGENCY PLAN

ACTION BY HARBOUR MASTER

Overall control of shipping in the estuary will be exercised by the HARBOUR MASTER. His instructions will be passed either through VHF Radio, through the Assistant HARBOUR MASTER on the scene, and/or phone through the Assistant HARBOUR MASTER in the Control Centre.

- 10.1.15 The HARBOUR MASTER will broadcast on VHF declaring an Emergency and activating the Emergency Plan. This information will also be backed up by phone calls to all concerned bodies.
- 10.1.16 The HARBOUR MASTER assumes control as Coordinator of this Plan. He will send the Duty Harbour Master to the forward control post and get the updated position on the emergency.
- 10.1.17 The HARBOUR MASTER, through his Emergency Control team will establish contact with the emergency services and update their position and establish what response has been activated.
- 10.1.18 On the HARBOUR MASTER's advice Fire Fighting tugs will proceed to the scene of the fire and take station under the direct control of the Senior Fire Officer at the incident.
- 10.1.19 Launches and rescue craft will be sent to scene of emergency by the HARBOUR MASTER and controlled on VHF by Duty Harbour Master on site. If required they will bring necessary personnel and equipment to site.
- 10.1.20 The HARBOUR MASTER's office will advise the Garda of the activation of the Plan, who will in turn activate their own response.
- 10.1.21 The HARBOUR MASTER's office will advise the Health Board of the activation of the Plan who in their turn will activate their own Plan if necessary.
- 10.1.22 The HARBOUR MASTER, once the Emergency Plan is activated and underway shall ensure that, at frequent intervals, issue, through Irish Coast Guard and via the telephone and Media, situation reports and information updates.
- 10.1.23 The HARBOUR MASTER, through his Duty Harbour Master will, set up a clearing station on site, control movement of all craft, ensure that craft are not overloaded, ensure coxswains know and use the correct channels for VHF/RT Communications.
- 10.1.24 The HARBOUR MASTER will put the Pilot Station on stand-by and the Pilot Station will, in turn, inform Pilots and be ready to put Pilots on vessels as required.

MARINE EMERGENCY PLAN

SCENARIO 2

MARINE EMERGENCY PLAN

10.2 Fire or Explosion on a Vessel alongside a Jetty

10.2.1 All ships fires will be treated as potentially dangerous and this Plan will be activated. The decision however to declare a full Emergency will rest with the HARBOUR MASTER.

RESPONSIBILITY

10.2.2 The responsibility for raising the alarm will initially rest with both the Jetty Owner concerned and the Master of the vessel.

10.2.3 All Jetty owners will have instructions issued on how to raise the alarm for fire or explosion.

10.2.4 All jetty owners and other authorities concerned will issue instructions on the action to be taken by their own personnel when seeing a fire or explosion on a ship at the jetty or another jetty.

RAISING THE ALARM

- 10.2.5
1. Continuous sounding of fog signal and ship's alarms.
 2. Reporting the emergency to shore personnel via communication system established on arrival at jetty.
 3. Calling **999 or 112** on telephone and asking for FIRE, then giving a brief description of position and type of emergency.
 4. Ringing the Harbour Officer on 069 73103 or the Pilot Station (065 9051021). If telephones are out of order the above stations can be contacted on VHF Ch. 16 who will pass the information to the relevant emergency services.
 5. If persons other than ship or jetty notice the emergency then they should contact the Emergency Services on 999 or 112 stating what they have seen and contacting the HARBOUR MASTER's office by phone or by VHF.

ACTION BY MASTER

10.2.7 Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship until assistance becomes available. The Master should therefore start fighting the fire with all available resources. Jetty personnel will assist and control operations until the Fire Brigade arrives and the Senior Fire Officer will become On-Scene Commander. A senior ship's Officer will remain with the On Scene Commander and provide detailed information on the ship and her equipment. A Fire Plan for the vessel will also be available to the On Scene Commander.

MARINE EMERGENCY PLAN

ACTION BY JETTY OWNER

- 10.2.8 The Jetty Owner will provide all possible assistance to the Master in fighting the fire on board ship and will operate his own resources until the arrival of the Fire Brigade, when overall control of the fire fighting will be undertaken by the Senior Fire Brigade Officer present.
- 10.2.9 All normal working operations on the jetty will cease, and the jetty owner will start fighting any resulting fires that may occur on the jetty.
- 10.2.10 The Jetty Owner will keep the Harbour Office informed of the emergency and of all developments affecting shipping and should it become necessary to move ships, then the Harbour Office will organise the ordering of pilots and tugs.
- 10.2.11 The Jetty Owner will set up Control Posts, of which the Forward Control Post closest to the incident will be manned by representatives of the owner, On Scene Commander, Duty Harbour Master, and Fire Brigade, who will be responsible for ensuring frequent contact and continuous liaison between all parties involved in the incident. Direct line communication will be established by the On Scene Commander and the Marine co-ordinating group and be continuously manner.
- 10.2.12 If, after reporting a fire, casualties subsequently occur, the Jetty Owner will notify the need for Ambulance Services as soon as possible by dialling **999 or 112** and asking for Ambulance.
- 10.2.13 Should it be necessary to evacuate casualties or personnel by water, the HARBOUR MASTER will arrange transport on water using either the Shannon Ferry Service, tugs or other harbour craft.

ACTION BY JETTY OWNERS NOT INVOLVED

- 10.2.14 All jetties will be put on stand-by during the emergency and all operations will cease until advised otherwise by the HARBOUR MASTER. All ships in the Estuary will be advised to have engines ready to go to sea.
- 10.2.15 All jetty owners will maintain listening watch on channels 16 and 11 and will ensure that direct line telephones to the Harbour Office will be kept manned during the period of the emergency.

MARINE EMERGENCY PLAN

10.2.16 All jetties will be kept on standby during an emergency whether or not there are vessels alongside.

ACTION BY HARBOUR MASTER

10.2.17 Overall control of shipping in the Estuary will be exercised by the HARBOUR MASTER. His instructions will be passed through VHF radio or through the Duty Harbour Master on the scene, or by phone through the other Duty Harbour Master in the Control Centre.

10.2.18 The HARBOUR MASTER will broadcast through VHF radio declaring an Emergency and activating the Emergency Plan. This information will also be backed up by phone calls to all concerned bodies.

10.2.19 The HARBOUR MASTER will assume control as Coordinator. He will send the Duty Harbour Master to assist in setting up the forward control post and get the updated position on the emergency.

10.2.20 The HARBOUR MASTER through his Emergency Control team will then establish contact with the emergency services and update their position and establish what response has been activated.

10.2.21 On the HARBOUR MASTER's direction Fire Fighting tugs will proceed to the scene of the fire and take station under the direct control of the Senior Fire Officer at the incident.

10.2.22 Launches and rescue craft will be sent to scene of Emergency by the Harbour by the HARBOUR MASTER and controlled on VHF by Asst. HARBOUR MASTER on site. If required they will bring necessary personnel and equipment to site.

10.2.23 The HARBOUR MASTER's office will advise the Health Board of the activation of the Plan who in their turn will Activate their own Plan.

10.2.24 The HARBOUR MASTER's office will advise the Garda of the activation Plan, who will in turn activate their own response.

10.2.25 The HARBOUR MASTER, once the Emergency Plan is activated and underway will, at frequent intervals, issue, through Shannon Radio and via the telephone and Media, situation reports and information updates. Sitreps through Shannon Radio should not be acknowledged.

MARINE EMERGENCY PLAN

- 10.2.26 The HARBOUR MASTER, through his Assistant will, set up a clearing station on site, control movement of all craft, ensure that craft are, where possible, not overloaded, ensure coxswains know and use the correct channels for VHF/RT Communications.
- 10.2.27 The HARBOUR MASTER will put the Pilot Station on stand-by who will inform Pilots and be ready to put pilots on vessels as required.

BEACHING OF VESSELS

- 10.2.28 When it is found necessary to take a vessel off the Jetty and subsequently beach that vessel, this ship will display the International Flag signal JN2 in a prominent position to warn other shipping.
- 10.2.29 No vessel on fire or in danger of sinking is to be beached except under the directions of the HARBOUR MASTER who, if he decides that beaching is the best option will decide on the beaching area and route to that area.

SUBSEQUENT ACTION

- 10.2.30 After the alarm has been raised and all responsible officers are on the scene, further action will be taken by them as circumstances dictate and all measures affecting the Estuary will be made known to ships and other establishments not directly involved through the HARBOUR MASTER's Office.
- 10.2.31 In the case of minor fires, cargo operations will not be resumed until the Fire Brigade and HARBOUR MASTER has inspected the area involved and confirmed that it is safe.

MARINE EMERGENCY PLAN

SCENARIO 3

MARINE EMERGENCY PLAN

10.3 Fire or Explosion on a Vessel at Anchor or a Vessel Underway In the Estuary

RAISING THE ALARM

10.3.1 All ships fires will be treated as potentially dangerous and this Plan will be activated. The decision however to declare a full Emergency will rest with the HARBOUR MASTER.

10.3.2 **This section will deal with emergencies and incidents within the confines of the Shannon Estuary.**

RESPONSIBILITY

10.3.3 The responsibility of raising the alarm will rest with the Master of the vessel concerned either to Shannon Foynes Port Company, Shannon Pilots or Shannon Radio on Channel 16. To avoid either false alarms or duplication of alarm, with consequent overloading of Fire Brigade control and telephone switchboards, the alarm will be raised by the station responding to the alarm call.

METHOD OF RAISING THE ALARM

10.3.4 In the case of fire or emergency the alarm should be raised immediately by:

- 1) General Broadcast message on VHF/RT channels 16 and 11/14.
- 2) By visual methods.
- 3) By exhibiting one or more of the signals as prescribed in Annex 4 of the Collision Regulations.

10.3.5 Message should be passed in the following terms:-

R/T **PAN PAN PAN PAN PAN PAN - THIS IS S.S./M.V.**
..... FIRE / EXPLOSION HAS OCCURRED IN
.....
DATE / TIME.

10.3.6 As soon as possible after raising the alarm, an amplifying message should be sent giving details:

- (a) Fire . . . what is on fire . . . extent . . . possible dangers?
- (b) Damage . . . extent . . . effect on seaworthiness and stability.

MARINE EMERGENCY PLAN

- (c) Casualties . . . number . . . type of injuries . . . number of stretchers required.
- (d) Oil spillage . . . if any danger of this.
- (e) Dangerous substances on board and proximity to emergency area.

10.3.7 **On no account should the initial alarm message be delayed in order that full details can be provided.**

ACTION BY MASTER

10.3.8 Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship until assistance becomes available. The Master should therefore start fighting the fire with all available resources. When the Brigade arrives, the Senior Fire Officer will then become On-Scene Commander. A senior ship's Officer will remain with the On-Scene Commander and provide detailed information on the ship and her equipment. A Fire Plan for the vessel will also be made available to the On-Scene Commander.

10.3.9 The Master will report to the Control Centre the quantities, types and distribution of cargo on board his vessel, and pass same on to the Senior Fire Officer on his arrival at the scene.

ACTION BY HARBOUR MASTER

10.3.10 Overall control of shipping in the Estuary will be exercised by the HARBOUR MASTER. His instructions will be passed through VHF radio, through the Duty Harbour Master on the scene, and by phone by the other Duty Harbour Master in the Control Centre.

10.3.11 The HARBOUR MASTER will broadcast by VHF radio declaring an Emergency and activating the Emergency Plan. This information will also be backed up by phone calls to all concerned bodies.

10.3.12 The HARBOUR MASTER will assume control as Coordinator of this Plan. He will send the Duty Harbour Master to the forward control post and get the updated position on the emergency.

10.3.13 The HARBOUR MASTER through his Emergency Control team will then establish contact with the emergency services and update their position and establish what response has been activated.

MARINE EMERGENCY PLAN

- 10.3.14 On the HARBOUR MASTER's instruction Fire Fighting tugs will proceed to the scene of the fire and take station under the direct control of the Senior Fire Officer at the incident.
- 10.3.15 Launches and rescue craft will be sent to scene of Emergency by the HARBOUR MASTER and controlled on VHF by Asst. HARBOUR MASTER on site. If required they will bring necessary personnel and equipment to site.
- 10.3.16 The Control Centre will advise the Health Board of the activation of the plan who in their turn will activate their own Emergency Plan.
- 10.3.17 The Control Centre will advise the Garda of the activation of the Plan, who will in turn activate their own response.
- 10.3.18 The HARBOUR MASTER, once the Emergency Plan is activated and underway shall ensure that, at frequent intervals, issue, through Shannon Radio and via the telephone, situation reports and information updates. Sitreps through Shannon Radio should not be acknowledged.
- 10.3.19 The HARBOUR MASTER, through his Assistant will, set up a clearing station on site, control movement of all craft, ensure that craft are not overloaded, ensure coxswains know and use the correct channels for VHF/RT Communications.
- 10.3.20 The HARBOUR MASTER will put the Pilot Station on stand-by who will inform Pilots and be ready to put pilots on vessels as required.

SETTING UP OF CONTROL BASES

- 10.3.21 A Base Control will be set up where all movements and actions will be monitored.
- 10.3.22 A forward base will be set up initially on the fire-fighting tug at the assigned pick-up point and assisted by the fire team already on board by helicopter. The Duty Harbour Master will be at this forward Base and advising the HARBOUR MASTER at Control Base. The Senior Fire Officer at forward Base will assume control of the fire fighting.

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MOVEMENT OF OTHER SHIPPING

- 10.3.23 If it is considered by the HARBOUR MASTER that the Emergency is such that other shipping is likely to be involved, he will issue the necessary instructions on VHF.
- 10.3.24 No vessel will enter the Estuary or move within the Estuary without the approval and permission of the HARBOUR MASTER.
- 10.3.25 **Under no circumstances may any vessel on fire or in danger of sinking be moved without the specific authority of the HARBOUR MASTER who will lay down the area to which the vessel will be moved and the route thereto.**

SUBSEQUENT ACTION

- 10.3.26 After the alarm has been raised and all responsible officers are on the scene, further action will be taken as circumstances dictate and all measures affecting the Estuary will be made known to ships and other establishments not directly involved through the HARBOUR MASTER's Office.
- 10.3.27 In the case of minor fires, cargo operations will not be resumed until the Fire Brigade and HARBOUR MASTER have jointly inspected the area involved and confirmed that it is safe.

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MARINE EMERGENCY PLAN

10.4 Collision or Emergency, Other Than Fire or Explosion Involving Vessels within the Estuary

RAISING THE ALARM

- 10.4.1 In an emergency which renders a vessel out of control or in danger of sinking or foundering or likely to provide a danger to other vessels or resources within the Estuary the alarm is to be raised by the Master of the vessel concerned
- 10.4.2 Any person seeing a situation occurring which he considers may result in an emergency likely to affect the safety of the port or ships therein should inform Marine Operations by phone on 069 73103, through the pilot station or Shannon Radio.

ACTION BY MASTER

- 10.4.3 Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- 10.4.4 The Master will provide the Port Authority with details of the incident as quickly as possible and will make regular and frequent reports on the progress of the incident.
- 10.4.5 The Master will be responsible for co-ordinating and directing tugs and other services available until arrival of the HARBOUR MASTER or his assistant and/or Senior Fire Brigade Officer. On the arrival of these officials, and after consultation with the Master, individual responsibilities will be determined depending on the circumstances.

ACTION BY HARBOUR MASTER

- 10.4.6 Overall control of shipping in the Estuary will be exercised by the HARBOUR MASTER. His instructions will be passed through Shannon Radio or through the Duty Harbour Master on the scene, or by phone through the other Duty Harbour Master in the Control Centre. The HARBOUR MASTER will decide after consultation with the Master and/or Owner's Agents what steps should be taken to safeguard the ship in question and Port in general, and whether a full or partial emergency be declared.
- 10.4.7 The HARBOUR MASTER will assume control as Coordinator of this Plan. He will go himself or send his assistant to the ship in question and get a clear picture of the situation.
- 10.4.8 The HARBOUR MASTER, through his emergency control team will establish contact with the emergency services and confirm present position and response to date.
- 10.4.9 On the HARBOUR MASTER's instruction Fire Fighting tugs will proceed to the scene of the emergency and take station under the direct control of the Senior Fire

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Officer/Duty Harbour Master at the incident, the type of incident dictating who will take control.

- 10.4.10 Launches and rescue craft will be sent to scene of Emergency by the HARBOUR MASTER and controlled on VHF by Asst. HARBOUR MASTER in site. If required they will bring necessary personnel and equipment to site.
- 10.4.11 The HARBOUR MASTER's office will advise the Garda of the activation of the Plan, who will in turn activate their own response, if necessary.
- 10.4.12 The HARBOUR MASTER's office will advise the Health Board of the activation of the Plan who in their turn will Activate their own Plan, if necessary.
- 10.4.13 The HARBOUR MASTER, once the Emergency Plan is activated and underway will ensure that, at frequent intervals, issue, through Shannon Radio and via the telephone and Media, situation reports and information updates. Sitreps through Shannon Radio should not be acknowledged.
- 10.4.14 The HARBOUR MASTER, through his Assistant will, set up a clearing station on site, control movement of all craft, ensure that craft are not overloaded, ensure coxswains know and use the correct channels for VHF/RT communications.
- 10.4.15 The HARBOUR MASTER will put the Pilot Station on stand-by who will inform Pilots and be ready to put pilots on vessels as required.

ESTABLISHMENT OF CENTRAL CONTROL

- 10.4.16 A Marine Co-Coordinating Group ashore will be set up in headquarters, Shannon Foynes Port Company. Where appropriate a representative of the company and/or agent, insurers will be stationed with this Group.

MOVEMENT OF OTHER SHIPS IN THE ESTUARY

- 10.4.17 If it is decided by the HARBOUR MASTER that the emergency is such that other shipping is likely to be involved he will issue the necessary instructions concerning the movement on VHF.

BEACHING OF VESSELS

- 10.4.18 A Master intending to beach his vessel will display, in a prominent position, the signal JN2 with International Code Flags.
- 10.4.19 If circumstances indicate that beaching is necessary to avoid the vessel sinking in the main channel, the vessel should be moved to shallow water as quickly as possible and the HARBOUR MASTER informed. The HARBOUR MASTER will then nominate the beaching area and route to that area, but if circumstances dictate beaching prior to this then it is to be done with regard to good seamanship.
- 10.4.20 **Under no circumstances may vessels in danger of sinking cross the main channels, and they should be removed from the main channel immediately.**

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The beaching position must therefore be selected to avoid crossing the main channel.

SEVERE OIL POLLUTION

10.4.21 This is dealt with under Emergency Plan OIL POLLUTION.

SUBSEQUENT ACTION

10.4.22 After the alarm has been raised and all responsible officers are on the scene, further action will be taken as circumstances dictate and all measures affecting the Estuary will be made known to ships and other establishments not directly involved through the HARBOUR MASTER's Office

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10.5 Vessels Approaching the Estuary on Fire or In Danger of Sinking or Having Sustained Damage or Suspected Damage during the Voyage

10.5.1 VESSEL ON FIRE OR IN DANGER OF SINKING

- 10.5.1.1 In the case of a vessel wishing to enter the Estuary which is on fire or in danger of foundering or sinking, it will be for the HARBOUR MASTER to permit entry, decide when and in what manner the vessel shall enter.
- 10.5.1.2 When agents or other authorities learn of a vessel approaching the Estuary on fire or in danger of sinking they will inform the Port Authority immediately.
- 10.5.1.3 Before entering the Estuary such vessels will be inspected by the HARBOUR MASTER accompanied by a representative of the ship's owner, the Fire Brigade and where appropriate the reception installation involved. If the HARBOUR MASTER is satisfied that the vessel can be handled without danger to lives, property, the Port or shipping therein and risk of pollution is covered, permission to enter will be given, subject to such conditions as the HARBOUR MASTER may impose. The normal holding area for such vessels will be the Western Anchorage, where a more detailed examination will take place before decisions are made on future movement, and fire fighting.
- 10.5.1.4 The HARBOUR MASTER's Office will be used to raise the alarm or alert the Fire Brigade, Ambulance Service, other Authorities in the Estuary, and IRISH COASTGUARD.

10.5.2 VESSELS HAVING SUSTAINED DAMAGE OR SUSPECTED DAMAGE TO HULL OR HULL FITTINGS DURING VOYAGE

- 10.5.2.1 In the case of a vessel wishing to enter the Estuary which has suffered damaged or suspected damage to hull, or hull fittings, or has been in collision or on fire during the voyage in question, it will be for the HARBOUR MASTER shall decide when, and in what manner the vessel will enter.
- 10.5.2.2 When agents or other authorities learn of a vessel approaching the Estuary on fire or in danger of sinking they will inform the Port Authority immediately.

MARINE EMERGENCY PLAN

- 10.5.2.3 Before entering the Estuary such vessels will be inspected by the HARBOUR MASTER accompanied by a representative of the ship's owner, the Fire Brigade and where appropriate the reception installation involved. If the HARBOUR MASTER is satisfied that the vessel can be handled without danger to the Port or shipping therein, permission to enter will be given, subject to such conditions as the HARBOUR MASTER may impose. The normal holding area for such vessels will be the Western Anchorage, where a more detailed examination will take place before decisions are made on future movement, and fire fighting.
- 10.5.2.4 The HARBOUR MASTER will raise the alarm or alert the Fire Brigade, Ambulance Service, and other Authorities in the Estuary, and IRISH COASTGUARD.
- 10.5.2.5 Where oil or other dangerous cargo is leaking or is likely to leak from the ship, the necessary anti pollution measures will be taken by the Master and Harbour Authorities as required.

10.5.3 MOVEMENT OF OTHER SHIPPING

If it is decided by the HARBOUR MASTER that the movement of the casualty is likely to restrict the movement of other shipping, he will issue the necessary instructions through the Port Radio on VHF Ch. 11/14. These may involve an embargo on other movements in certain areas of the Estuary.

10.5.4 BEACHING OF VESSELS

- 10.5.4.1 If subsequent circumstances indicate that beaching is necessary to avoid the vessel sinking, the vessel should be moved to shallow water as quickly as possible and the HARBOUR MASTER informed.
- 10.5.4.2 The HARBOUR MASTER will then nominate the beaching area and route to that area, but if circumstances dictate beaching prior to this then it is to be done with regard to good seamanship.
- 10.5.4.3 Master intending to beach his ship will display, in a prominent position the International Flag Signal JN2.

10.5.5 VESSELS DIRECTED TO ENTER THE ESTUARY BY DIRECTOR OF IRISH COAST GUARD AS PER S.I. 573/2010 (PORT OF REFUGE)

- 10.5.5.1 As per S.I. 573/2010 the Director of the Irish Coast Guard may take an independent decision concerning the accommodation of ships in need of assistance, including directing a Port Authority to accept such a vessel in a place of refuge within the Port.
- 10.5.5.2 Such a course of action may be taken if the Director considers that such an accommodation is the best course of action for the purposes of the protection of human life or the environment.

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- 10.5.5.3 In the event of the Shannon Estuary being nominated as a Port of Refuge, the HARBOUR MASTER will initiate communications with the Coast Guard, including furnishing the Director of the Coast Guard with legal letter drafted for such eventualities (see Appendix 5 attached).
- 10.5.5.4 Based on information provided by the Coast Guard, the HARBOUR MASTER may initiate the appropriate emergency plan(s) i.e. Marine Emergency Plan, Oil Pollution Plan, Installation Emergency Plan.
- 10.5.5.5 The HARBOUR MASTER will assist the Authorised Officer, as nominated by the Director of the Coast Guard, in identifying appropriate berths and anchorages where the vessel can best be accommodated.

MARINE EMERGENCY PLAN

SCENARIO 6

MARINE EMERGENCY PLAN

10.6 Potential Hazardous Situations Occurring On a Jetty or Ship

GENERAL

- 10.6.1 This section of the Plan sets out the steps to be taken whenever a potential hazardous situation occurs upon a ship or a jetty. The decision to declare an emergency, and to activate the Plan in whole or in part will be made by the HARBOUR MASTER, after full consultation with either Master or Jetty involved. Should the potential emergency escalate into a full emergency then the appropriate section of the Plan will apply and will be activated by the HARBOUR MASTER.

RAISING THE ALARM

- 10.6.2 It is essential that the alarm should be raised without delay. The alarm should be raised in a manner which would not bring the incident to the immediate knowledge of the Estuary in general (A degree of confidentiality in communication should be observed wherever possible.)
- 10.6.3 The responsibility for raising the alarm will rest with the Master of the vessel and the Jetty owner involved if alongside. Immediate reports can be made to the Port Authority, if possible by telephone either direct or through their agent.

ACTION BY MASTER

- 10.6.4 Having raised the alarm the Master will take all reasonable steps to safeguard his ship. In case of a vessel alongside the Master will report to the jetty owner details of the incident and the quantity, distribution and type of cargo aboard his vessel. He will ensure that regular and frequent reports on the progress of the incident are being made.
- 10.6.5 In the case of a vessel at anchor or underway, these reports will be made as above.

ACTION BY THE JETTY OWNER INVOLVED

- 10.6.6 If a potentially dangerous situation develops on board a vessel alongside, the jetty owner will provide all available assistance to the Master of the ship.

MARINE EMERGENCY PLAN

- 10.6.7 If the potentially dangerous situation develops on the jetty itself, the jetty owner will be responsible for taking immediate action to minimise the risk of increased danger.
- 10.6.8 The jetty owner will be responsible for keeping the HARBOUR MASTER informed on all progress of the incident.

ACTION BY HARBOUR MASTER

- 10.6.9 On receipt of the alarm the HARBOUR MASTER will immediately send the Duty Harbour Master to the scene and obtain an accurate assessment of the emergency and monitor ongoing activity. He will consult with the jetty owner and Master and co-ordinate with the Fire service.

MARINE EMERGENCY PLAN

SCENARIO 7

10.7 Vessel Grounding or Aground In the Shannon Estuary

RAISING THE ALARM

- 10.7.1 The alarm is to be raised by the Master of the vessel concerned by general broadcast on VHF Ch's 16, 11, or 14.

ACTION BY MASTER

- 10.7.2 Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship. As soon as possible he is to establish the extent of grounding and damage to the vessel. He is to ascertain whether the hull has been breached and likely risk of pollution and flooding.
- 10.7.3 The Master will provide the Port Authority with details of the incident as quickly as possible and will make regular and frequent reports on the progress of the incident. This is to include position of grounding, damage sustained, pollution or risk of pollution, draft of vessel prior to grounding and soundings at grounding area, likelihood of coming off if tide is making, cargo on board and location, and any further information that may be at hand.
- 10.7.4 The Master will be responsible for co-ordinating and directing tugs and other services available until arrival of the HARBOUR MASTER or his Duty Harbour Master. On the arrival of these officials, and after consultation with the Master, individual responsibilities will be determined depending on the circumstances.

ACTION BY HARBOUR MASTER

- 10.7.5 Overall control of shipping in the Estuary will be exercised by the HARBOUR MASTER. His instructions will be passed through Shannon Radio or through the Duty Harbour Master on the scene, or by phone through the other Duty Harbour Masters in the Control Centre. The HARBOUR MASTER will decide after consultation with the Master and/or Owner's Agents what steps should be taken to safeguard the ship in question and Port in general, and whether a full or partial emergency be declared.
- 10.7.6 The HARBOUR MASTER will assume control as Coordinator of this Plan. He will go himself or send his assistant to the ship in question and get a clear picture of the situation.
- 10.7.7 The HARBOUR MASTER, through his emergency control team will re-establish contact with the emergency services and update their position and establish what response has been activated.
- 10.7.8 On the HARBOUR MASTER's instruction Fire Fighting/ Salvage tugs will proceed to the scene of the emergency and take station under his direct control or hand over control to the Duty Harbour Master at the incident. Salvage and or floating of the vessel will be controlled by either the HARBOUR MASTER or person assigned by

MARINE EMERGENCY PLAN

him. All operations will have to be sanctioned by the HARBOUR MASTER before implementation.

- 10.7.9 Launches and rescue craft will be sent to scene of Emergency by the HARBOUR MASTER and controlled on VHF by Asst. HARBOUR MASTER in site. If required they will bring necessary personnel and equipment to site.
- 10.7.10 The HARBOUR MASTER's office will advise the Garda of the activation of the Plan, who will in turn activate their own response, if necessary.
- 10.7.11 The HARBOUR MASTER's office will advise the Health Board of the activation of the Plan who in their turn will Activate their own Plan, if necessary.
- 10.7.12 The HARBOUR MASTER, once the Emergency Plan is activated and underway will ensure that, at frequent intervals, issue, through Shannon Radio and via the telephone and Media, situation reports and information updates. Sitreps through Shannon Radio should not be acknowledged.
- 10.7.13 The HARBOUR MASTER, through his Assistant will, set up a clearing station on site, control movement of all craft, ensure that craft are not overloaded, ensure coxswains know and use the correct channels for VHF/RT communications.
- 10.7.14 The HARBOUR MASTER will put the Pilot Station on stand-by who will inform Pilots and be ready to put pilots on vessels as required.

ESTABLISHMENT OF CENTRAL CONTROL

- 10.7.15 A Marine Co-Coordinating Group ashore will be set up in the headquarters of SHANNON FOYNES PORT COMPANY. Where appropriate a representative of the company and/or agent, insurers will be stationed with this Group.

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MOVEMENT OF OTHER SHIPS IN THE ESTUARY

- 10.7.16 If it is decided by the HARBOUR MASTER that the emergency is such that other shipping is likely to be involved he will issue the necessary instructions concerning the movement on VHF.

OIL POLLUTION

- 10.7.17 The Oil Pollution plan will be activated on receipt of information and precautionary measures taken to limit the risk of oil pollution. If the grounding results in an oil pollution incident then the SEA-PT will be informed and a full emergency response activated.

SUBSEQUENT ACTION

- 10.7.18 After the alarm has been raised and all responsible officers are on the scene, further action will be taken as circumstances dictate and all measures affecting the Estuary will be made known to ships and other establishments not directly involved through the HARBOUR MASTER's Office

NOTES ON SALVAGE:

If required use a reputable Salvage Company

Thoughts should be given to adding ballast to secure vessel in bad weather

Secure topside openings

Topside survey

Underwater survey with a diver noting all damage on plan of vessel

Information on the seabed using diver and soundings

Based on survey, draft, stability, condition of vessel openings, cargo, fuel, water etc, Other removable weights.

Refloatable plan must be agreed taking into consideration, draft, stability, a clear passage off (may have to dredge a channel); safety of personnel, fire, pollution (may have to remove bunkers and cargo)

Availability of tugs, bunkering vessels, divers, salvage companies

Harbour Master in control of salvage, Salvor in command, all plans approved by Harbour Master.

MARINE EMERGENCY PLAN

SCENARIO 8

**EMERGENCY ACTION PLAN TO DEAL
WITH AIRCRAFT DITCHING IN
SHANNON ESTUARY.**

MARINE EMERGENCY PLAN

EMERGENCY ACTION PLAN

INTRODUCTION

7. This Plan, as drawn up by all the appropriate authorities in the Estuary sets out the AGREED ACTION to be taken in the event of an accident or incident involving a ditching aircraft. The success of this plan rests on the co-operation of all.

8. The purpose of this Action Plan is as follows:
 - to outline generally the procedures to be followed and the functions to be undertaken by the Authorities involved.
 - to co-ordinate the procedure to be followed and functions to be undertaken by the Company, and co-ordinate this with the functions of the Gardaí, Fire Services, Local Authority, Health Board, and any other agencies responding to the emergency.

NOTE: The Plan sets out the basis for the co-ordinated response to a major emergency and the different roles and functions to be performed by the various agencies. The fact that procedures have been specified in the Plan should not restrict the use of initiative or common sense by individual officers in the light of prevailing circumstances in a particular emergency.

9. It is intended that exercises should be held every five years to test out the efficiency and practicability of the plan and a general meeting will be convened after each exercise to review the events.

10. SHANNON FOYNES PORT COMPANY as the Port Authority has undertaken the Action Plan production and co-ordination.

This Plan is prepared in accordance with requirements of the government decision and being consistent with “A Framework for Emergency Management (2006)”

MARINE EMERGENCY PLAN

The Objectives of the Action Plan includes;

- Protection and care of the public at times of vulnerability
- Clear leadership in times of crisis
- Early and appropriate response
- Efficient, co-ordinated operations
- Realistic and rational approach, capable of being delivered
- Transparent systems, with accountability
- Harnessing community spirit
- The ethos of self protection
- Maintenance of essential services
- Safe working.

The Scope of the Action Plan is to provide for a co-ordinated response to Port Emergencies arising from any incident involving a ditching aircraft.

The Action Plan will tie into and link as required with the Shannon Estuary Marine Emergency Plan, the Installation Emergency Plan, the Shannon Estuary Oil Spill Contingency Plan, and The Port Facility Security Plans for Shannon, Limerick and Foynes, Explosives Byelaws, and the Port Byelaws at a local level.

It will also link to The Major Emergency Plan for Limerick County Council, Limerick City Council, Clare County Council, and related Fire Brigades, Health Services, and Garda Major Emergency Plans where necessary, which in turn will link to the Regional and National Major Emergency Plans.

This Action Plan will be circulated to all interested parties prior to publication.

MARINE EMERGENCY PLAN

Procedures.

This plan is an appendix of the Shannon Estuary Marine Emergency Plan, and the Harbour Master will co-ordinate the response for the Company.

This Marine Emergency Response Plan is designed to respond to emergencies concerning commercial shipping. **In agreement with IRISH COASTGUARD all leisure incidents or other similar type incidents i.e. people in the water, will be co-ordinated by them.**

The Harbour Master will:

- Contact the Irish Coast Guard and get an appraisal of the incident.
- Set up a co-ordination centre in the Harbour Office, Foynes.
- Contact Duty Harbour Master and appoint him as his on- site co-ordinator.
- Contact Pilots and Pilot station to make them aware of emergency.
- Contact Tugs and deploy to site of incident.(1hour, 3 hours and 12 hours approx.)
- Contact Company Management and staff.
- Deploy Company owned craft to site (3 hours)
- Contact other boat owners and deploy to site.
- Establish Exclusion zone around incident site and organise traffic control through Duty Harbour Master.
- Stop and control commercial traffic movements as required.
- Assist Irish Coast Guard and PRAs as required.
- Prepare Foynes facility as a reception for casualties and secure port area .
- Identify and isolate a warehouse for use.
- Contact Rusal Aughinish in the event that their Facilities may be used.

MARINE EMERGENCY PLAN

Dealing with incidents involving a ditching aircraft				
EVENT	RISK	Strategy in Place	History	RESPONSE
Aircraft ditching in Shannon Estuary	<ol style="list-style-type: none"> 1. Loss of life. 2. Aircraft sinking. 3. Dealing with fire and explosion. 4. Controlling rescue and recovery of aircraft. 5. Dealing with deaths and injuries. 6. Dealing with media and public. 	Shannon Estuary Marine Emergency Plan. Installation Emergency Plan. Shannon Estuary Oil Pollution Response Plan. Irish Coast Guard Emergency Response Plan. Shannon airport Aircraft Emergency and Crash Procedures. Primary Response Agencies Major Emergency Plans. Local authorities Major Emergency Plans	None	Contact Irish Coast Guard as co-ordinators of marine incident and identify nature of incident and response. Liaise with fire Brigade / Emergency Services. Liaise with Gardaí to secure reception site at Foynes. Close Section of Foynes Port to accommodate incoming casualties. Set up Exclusion zone at incident site and co-ordinate response craft. Ensure that there is a Garda presence at site to ensure power of arrest. Contact next pilot on duty and mooring gang in the event of removing vessel from berths and controlling shipping in Estuary. . Contact management team and appraise them of incident. Contact Media advisor and co-ordinate press releases.

MARINE EMERGENCY PLAN

SCENARIO 9

**COMPREHENSIVE EMERGENCY
ACTION PLAN TO DEAL WITH
EMERGENCIES INVOLVING
AMMONIUM NITRATE**

MARINE EMERGENCY PLAN

EMERGENCY ACTION PLAN

INTRODUCTION

11. This Plan, as drawn up by all the appropriate authorities in the Estuary sets out the AGREED ACTION to be taken in the event of an accident or incident involving Ammonium Nitrate. The success of this plan rests on the co-operation of all.

12. The purpose of this Action Plan is as follows:

- to outline generally the procedures to be followed and the functions to be undertaken by the Authorities involved.
- to co-ordinate the procedure to be followed and functions to be undertaken by the Company, and co-ordinate this with the functions of the Gardaí, Fire Services, Local Authority, Health Board, and any other agencies responding to the emergency.

NOTE: The Plan sets out the basis for the co-ordinated response to a major emergency and the different roles and functions to be performed by the various agencies. The fact that procedures have been specified in the Plan should not restrict the use of initiative or common sense by individual officers in the light of prevailing circumstances in a particular emergency.

13. It is intended that exercises should be held at least annually to test out the efficiency and practicability of the plan and a general meeting will be convened after each exercise to review the events.

14. SHANNON FOYNES PORT COMPANY as the Port Authority has undertaken the Action Plan production and co-ordination.

This Plan is prepared in accordance with requirements of the government decision and being consistent with “A Framework for Emergency Management (2006)”

MARINE EMERGENCY PLAN

The Objectives of the Action Plan includes;

- Protection and care of the public at times of vulnerability
- Clear leadership in times of crisis
- Early and appropriate response
- Efficient, co-ordinated operations
- Realistic and rational approach, capable of being delivered
- Transparent systems, with accountability
- Harnessing community spirit
- The ethos of self protection
- Maintenance of essential services
- Safe working.

The Scope of the Action Plan is to provide for a co-ordinated response to Port Emergencies arising from any incident involving Ammonium Nitrate.

The Action Plan will tie into and link as required with the Shannon Estuary Marine Emergency Plan, the Installation Emergency Plan, the Shannon Estuary Oil Spill Contingency Plan, and The Port Facility Security Plans for Shannon, Limerick and Foynes, Explosives Byelaws, and the Port Byelaws at a local level.

It will also link to The Major Emergency Plan for Limerick County Council, Limerick City Council, Clare County Council, and related Fire Brigades, Health Services, and Garda Major Emergency Plans where necessary, which in turn will link to the Regional and National Major Emergency Plans.

This Action Plan will be circulated to all interested parties prior to publication.

MARINE EMERGENCY PLAN

PROPERTIES AND HAZARDS

Ammonium nitrate primarily is used as a fertilizer; it also is used widely with additives as a blasting agent. Millions of tons of this chemical are produced annually throughout the world and handled without incident. According to scientific literature, ammonium nitrate is a strong oxidizer and a relatively stable explosive. For the purpose of transportation, ammonium nitrate with less than 0.2 percent combustible substances and ammonium nitrate fertilizers are classified as oxidizers. Ammonium nitrate with more than 0.2 percent combustible substances is classified as an explosive. Ammonium nitrate can be exploded under certain conditions. These must include added energy (heat, shock), especially under conditions of confinement or presence of contaminants. Although ammonium nitrate generally is used safely and normally is stable and unlikely to explode accidentally, accidental explosions of ammonium nitrate have resulted in loss of lives and destruction of property. These accidents rarely occur, but when they do, they have high impacts. Many of the safe handling procedures were developed after learning from these accidents.

Ammonium nitrate, in solid or molten form or in solution, is a stable compound and generally is difficult to explode. Ammonium nitrate may explode, however, when exposed to strong shock or to high temperature under confinement. In a large quantity of ammonium nitrate, localized areas of high temperature may be sufficiently confined by the total quantity to initiate an explosion. The explosion of a small quantity of ammonium nitrate in a confined space (e.g., a pipe) may initiate the explosion of larger quantities (e.g., in an associated vessel). Contaminants may increase the explosion hazard of ammonium nitrate. Organic materials generally will make ammonium nitrate explosions more energetic. Ammonium nitrate may be sensitized by certain inorganic contaminants, including chlorides and some metals, such as chromium, copper, cobalt, and nickel. As ammonium nitrate solution becomes more acidic, its stability decreases, and it may be more likely to explode. Low density areas, such as bubbles, in molten ammonium nitrate or solutions, also may increase the possibility of an explosion and enhance the propagation of an explosion. Ammonium nitrate by itself does not burn, but in contact with other combustible materials, it increases the fire hazard. It can support and intensify a fire even in the absence of air. Fires involving ammonium nitrate can release toxic nitrogen oxides and ammonia. A fire involving ammonium nitrate in an enclosed space could lead to an explosion. Closed containers may rupture violently when heated.

Ammonium nitrate has a melting point of 170C and decomposes above 210C. It is not in itself combustible but, as it is an oxidising agent, it can assist other materials to burn, even if air is excluded. Ammonium nitrate will not explode due to the friction and impact found in normal handling, but it can be detonated under heat and confinement or severe shock. For example, in a fire, pools of molten ammonium nitrate may be formed and if the molten mass becomes confined (e.g. in drains, pipes, plant or machinery) it could explode, particularly if it becomes contaminated. In a fire, all types of ammonium nitrate may melt and decompose with the release of toxic fumes (mainly oxides of nitrogen) which may be yellow or brown. Most types do not continue to decompose once the fire has been extinguished. However, when some types of ammonium nitrate fertilisers (cigar burners) are heated they undergo a smouldering (self sustaining) decomposition that can spread throughout the mass to give substantial toxic fumes, even when the initial heat source is removed.

MARINE EMERGENCY PLAN

HAZARD REDUCTION

Facilities should be aware of the hazards of ammonium nitrate and ensure that the conditions that may lead to an explosion are not present.

Actions that may help to prevent explosions include:

- Avoid heating ammonium nitrate in a confined space (e.g., processes involving Ammonium nitrate should be designed to avoid this possibility).
- Avoid localized heating of ammonium nitrate, potentially leading to development of high temperature areas.
- Ensure that ammonium nitrate is not exposed to strong shock waves from explosives.
- Avoid contamination of ammonium nitrate with combustible materials or organic substances such as oils and waxes.
- Avoid contamination of ammonium nitrate with inorganic materials that may contribute to its sensitivity to explosion, including chlorides and some metals, such as chromium, copper, cobalt, and nickel.
- Maintain the pH of ammonium nitrate solutions within the safe operating range of the process. In particular, avoid low pH (acidic) conditions.

Hazard reductions are also defined and regulated for in **the Harbour Masters Instructions for Handling/Loading/Unloading Ammonium Nitrate**. These instructions are issued under the Explosives Byelaws and approved by the Department of Justice for the handling of Ammonium Nitrate. There was full consultation with the involved parties and authorities prior to issuing the Instructions, and must be complied with.

These instructions are appended to this Action Plan.

The appendix also contains an assessment of potential contamination of Ammonium nitrate for the Receivers and recommendations and checklists to follow to reduce any risk.

MARINE EMERGENCY PLAN

Dealing with incidents involving Ammonium Nitrate				
EVENT	RISK	Strategy in Place	History	RESPONSE
Fire on jetty where AN Vessel is berthed.	<ol style="list-style-type: none"> 1. Dealing with fire. 2. Risk of fire spreading to vessel and cargo hold. 3. Controlling evacuation. 4. Dealing with deaths/ injuries. 5. Securing area due to nature of cargo 6. Removing vessel from berth. 	Shannon Estuary Marine Emergency Plan. Installation Emergency Plan. Harbour Master's Instructions. Shannon Estuary Oil Pollution Response Plan. Limerick County Council Major Emergency Plan.	None	Contact fire Brigade / Emergency Services. Contact Gardaí to secure site. Evacuate all personnel awaiting the arrival of help. Contact Harbour Master, Ship's Master and Agent and prepare vessel for removal from berth. Contact next pilot on duty, tugs and mooring gang in the event of removing vessel from berth. Contact cargo receivers to inform them of incident.
Fire and/or explosion on board the vessel.	<ol style="list-style-type: none"> 1. Dealing with explosion 2. Dealing with fire 3. Controlling evacuation. 4. Dealing with deaths / injuries. 5. Securing area due to nature of cargo 	Shannon Estuary Marine Emergency Plan. Installation Emergency Plan. Harbour Master's Instructions. Shannon Estuary Oil Pollution Response Plan. Limerick County Council Major Emergency Plan.	None	Contact Fire Brigade / Emergency Services. Contact Gardaí to secure site. Evacuate all personnel awaiting the arrival of help. Contact Port Company, who will co-ordinate response. Tug on standby to remove vessel if required or for fire fighting capability.
Security threat or incident	<ol style="list-style-type: none"> 1. Risk to life 2. Damage to Company property 3. Theft of AN cargo 	Security risk assessment carried out for SFPC Security Plan approved by government in place and followed. Harbour Master's Instructions regarding the importation on AN cargo.	None	Contact Port Facility Security Officer and report threat or incident. Port Facility officer will contact Gardaí in all events due to nature of cargo.
Personnel injury	<ol style="list-style-type: none"> 1. Rope parting under strain. 2. Slipping on jetty or approach. 	Training and safety awareness. Training with regard to working with AN		Contact Doctor Contact ambulance

MARINE EMERGENCY PLAN

Dealing with incidents involving Ammonium Nitrate				
EVENT	RISK	Strategy in Place	History	RESPONSE
	3. Tripping on obstructions. 4. Contact with oil. 5. Falling into ship's hatch.	cargo.		Inform Supervisor or Manager
Collision between vehicles	1. Trucks going under Hoppers. 2. Truck colliding with truck. 3. Forklift reversing into vehicle. 4. Crane colliding with vehicle.	Harbour Master's Instructions. Reverse warning alarms on vehicles. Speed restrictions within port area. Supervision when crane is moving from one location to another		Stop Operations. Contact Doctor if required. Contact ambulance if required. Inform Harbour Master and Ship's Agent. Operations can resume once all damage has been removed and cargo spill has been removed to Receivers compound.
Collision between vehicles on Port Roads	1. serious injury 2. Damage to trucks/cars. 3. Spillage of cargo 4. Fire/Explosion 5. Delays due to road closure	Harbour Master's Instructions. Speed limits in place of 20km/hr. Speed ramps in place. All truck drivers submit certificates for transport.		Stop all traffic and Evacuate area. Contact Fire Brigade and Emergency Services. Call Gardaí and report specifying the fact that AN is involved. Cordon off the area and isolate awaiting arrival of Emergency Services. If injuries call doctor and ambulance if necessary. Contact Harbour Master and brief on incident Contact Ship's agents and Cargo Receivers to alert them of incident. Stop all ship cargo operations until situation has reverted to normal.
Worker knocked down by vehicle	1. Knocked down by reversing forklift or crane 2. Walk in front of moving vehicle	Reverse warning alarms on vehicles. Speed restrictions within port area. Supervision when crane is moving from one		Stop Operations. Contact Doctor if required. Contact ambulance if required.

MARINE EMERGENCY PLAN

Dealing with incidents involving Ammonium Nitrate				
EVENT	RISK	Strategy in Place	History	RESPONSE
	3. Crushed between vehicles	location to another.		Inform Supervisor or Manager.
Ship contacting with berth	1. Ship loses engines / steering. 2. Misjudgement of operation. 3. Damage to cargo hold and water ingress on cargo. 4. Fire and /or Explosion.	Pilot on board to advise master. All vessels manoeuvre at slow speed. Fenders in place to minimise damage.		Complete mooring the vessel alongside. Check to ensure vessel is stable and there is no pollution incident. Contact Harbour Master and report incident. Check to ensure there are no casualties, if there are then contact Doctor or ambulance. Inspection of Cargo and whether capable of discharge.

MARINE EMERGENCY PLAN

Harbour Master's Instructions

For

Handling/Loading/Unloading Ammonium Nitrate (AN)

Preamble.

1. Given the nature of business and the number of available berths within the Foynes facility, no berth will be designated specifically to handle this product.
2. The Company will apply best practice and observe all regulations applying to this product.

Instructions.

1. The maximum quantity of Ammonium Nitrate (AN) permitted in the facility at any one time is 4,000 tonnes.
2. There shall be a minimum distance of thirty (30) metres between any ship carrying AN and any other vessel
3. A ship carrying AN may remain within the facility from 0600hrs to 2200hrs to complete discharge provided the ship works cargo on arrival. If the cargo has not been completely discharged by 2200hrs then the vessel must depart from the Facility of Foynes and go to anchor until 0600hrs the following day or as required.
4. AN must be removed direct from ship to a store or location outside the facility limits
5. The importer shall give a minimum of 48 hours' notice of arrival of a ship carrying AN
6. The Harbour Master must officially grant permission for a ship carrying AN to enter Port limits this will be transmitted to the ship agent.
7. The importer will appoint a Safety Officer and furnish him with written instructions pertaining to his duties
8. The Safety Officer will ensure, prior to arrival of each shipment of AN that it is fully certified, has passed the relevant EU detonability test and is in possession of the relevant certification and provide copies of same to the Harbour Master
9. The importer shall ensure control of transfer from ship to transport and store through written instructions and signed receipts.
10. Trucks used shall be leak proof and covered at all times when transporting AN. Should any leaks or spills occur it will be contained and cleaned up in accordance with the instructions of the Safety Officer
11. The Master of any ship carrying AN within Port Limits whether moored or anchored shall maintain his engine available for use and retain sufficient crew on board to respond to emergencies and to work the ship.
12. Operations shall cease immediately under the following conditions

MARINE EMERGENCY PLAN

- Northerly Wind Force 3
 - North-easterly wind Force 4
 - North-westerly Wind Force 5
 - South-easterly wind Force 4
 - At any time when wind strength is above force 6 from any direction
13. Any person engaged in dangerous activity shall be requested to cease and if he does not comply immediately will be reported to the Gardaí with a request the he be detained and removed from the facility.
 14. It shall be the responsibility of the Harbour Master to ensure that discharge operations shall be isolated from all other port activity by a distance of at least 10 metres.
 15. No explosive shall be permitted within the facility during the handling of AN
 16. No Bunkering of the ship will be permitted
 17. There will be no smoking within 30 metres of any activity involving AN
 18. Only those persons directly involved in the operation will be permitted onto the jetty.
 19. The importer shall ensure the availability of proper operating procedures in the event of AN deterioration or damage such that it is dangerous.
 20. All vessels carrying AN within Port limits shall at all times at night display an all-round red light and during the day the single signal letter signal “B”
 21. It shall be the responsibility of the Stevedore to ensure that all persons carrying out the handling/loading/unloading of AN within the facility shall do so in a safe and proper manner taking all precaution to prevent fire or explosion
 22. It shall be the responsibility of the importer to ensure that all persons engaged in the handling/loading/unloading of AN within the facility are properly trained for the function.
 23. All fire-fighting equipment deployed during the handling of AN shall be clearly marked, ready for use and stored in an area close to the operation in a manner to prevent damage.
 24. It is the responsibility of the Harbour Master to inform Limerick County Fire Service of the expected arrival of a vessel carrying AN.
 25. All parties shall, in relation to the prevention of fire or explosion associated with AN, be subject to the instructions of the Limerick County Fire Service.
 26. If any incident should occur in connection with AN such that an emergency is declared – the SFPC emergency plans shall be activated.
 27. All parties shall be responsible for reporting any untoward incident, which may lead to injury to persons or property, to the Harbour Master, who shall convey this to the appropriate Minister.
 28. No AN shall be stored anywhere within the facility – all AN must be removed with proper care and attention from ship to importers store outside the perimeter of the facility
 29. The Harbour Master shall be responsible for the movement of any vessel carrying AN. He shall decide if it is necessary to remove the ship and the manner as well as the time at which it shall be done.
 30. All parties shall be subject to the instructions of the relevant Gardaí in respect of security issues surrounding the handling of AN
 31. Security barriers will be operational at the East and West entrances to the port. All trucks carrying AN will use the East Entrance.
 32. Barriers will also operate on Number 2 & 3 berths with access to Pass Users only. This will be the preferred berth for AN cargoes.
 33. In the event of a vessel discharging AN at No2 berth, the Port Company may berth an oil tanker at No. 3 berth with a minimum distance of 30m apart and said tanker lay alongside but does not commence any oil transfers until the AN cargo has been discharged.
 34. Access to Number 5 & 6 berths will not have a barrier and be monitored by An Garda. No other cargo will be allowed to discharge for the duration of time taken to discharge the AN at these berths.

MARINE EMERGENCY PLAN

35. Any truck carrying or hauling AN must proceed without delay from the Company property direct to the Importers store outside the facility perimeter – any truck failing to comply with this instruction shall be removed from the hauling of AN
36. It shall be the responsibility of the importer to record all relevant information including the total amounts of all AN handled within the facility for a period of ten years.
37. The Harbour Master shall enforce the explosive by laws where appropriate in relation to the handling of AN.

MARINE EMERGENCY PLAN

SCENARIO 10

MARINE EMERGENCY PLAN

**EMERGENCY ACTION PLAN TO DEAL
WITH AN INCIDENT INVOLVING
DREDGING OPERATIONS IN THE
SHANNON ESTUARY**

MARINE EMERGENCY PLAN

EMERGENCY ACTION PLAN

INTRODUCTION

1. This Plan, as drawn up by all the appropriate authorities in the Estuary sets out the AGREED ACTION to be taken in the event of an accident or incident involving an incident whilst completing dredging operations. The success of this plan rests on the co-operation of all.

2. The purpose of this Action Plan is as follows:
 - to outline generally the procedures to be followed and the functions to be undertaken by the Authorities involved.
 - to co-ordinate the procedure to be followed and functions to be undertaken by the Company, and co-ordinate this with the functions of the Gardaí, Fire Services, Local Authority, Health Board, Inland Fisheries Ireland, E.P.A., Marine Institute, and any other agencies responding to the emergency.

NOTE: The Plan sets out the basis for the co-ordinated response to an incident or emergency and the different roles and functions to be performed by the various agencies. The fact that procedures have been specified in the Plan should not restrict the use of initiative or common sense by individual officers in the light of prevailing circumstances in a particular emergency.

3. It is intended that exercises should be held every five years to test out the efficiency and practicability of this plan and a general meeting will be convened after each exercise to review the events.

4. SHANNON FOYNES PORT COMPANY as the Port Authority has undertaken the Action Plan production and co-ordination.

This Plan is prepared in accordance with requirements of the government decision and being consistent with “A Framework for Emergency Management (2006)”

MARINE EMERGENCY PLAN

The Objectives of the Action Plan includes;

- Protection and care of the public and the environment at times of vulnerability
- Clear leadership in times of crisis
- Early and appropriate response
- Efficient, co-ordinated operations
- Realistic and rational approach, capable of being delivered
- Transparent systems, with accountability
- Harnessing community spirit
- The ethos of self protection
- Maintenance of essential services
- Safe working.

The Scope of the Action Plan is to provide for a co-ordinated response to Port Emergencies arising from any incident involving dredging operations.

The Action Plan will tie into and link as required with this, the Shannon Estuary Marine Emergency Plan, the Installation Emergency Plan, the Shannon Estuary Oil Spill Contingency Plan, and The Port Facility Security Plans for Shannon, Limerick and Foynes, Explosives Byelaws, and the Port Byelaws at a local level.

It will also link to The Major Emergency Plan for Limerick County Council, Limerick City Council, Clare County Council, and related Fire Brigades, Health Services, and Garda Major Emergency Plans where necessary, which in turn will link to the Regional and National Major Emergency Plans.

This Action Plan will be circulated to all interested parties prior to publication.

MARINE EMERGENCY PLAN

Procedures.

This plan is a scenario of the Shannon Estuary Marine Emergency Plan, and the Harbour Master will co-ordinate the response for the Company.

This Marine Emergency Response Plan is designed to respond to emergencies concerning commercial shipping and company operations. **In agreement with IRISH COASTGUARD all leisure incidents or other similar type incidents i.e. people in the water, will be co-ordinated by them.**

The Harbour Master will:

- Contact the Irish Coast Guard and give an appraisal of the incident.
- Set up a co-ordination centre in the Harbour Office, Foynes.
- Contact Duty Harbour Master and appoint him as his on- site co-ordinator.
- Liaise with Dredger Master and Port Services Department.
- Contact Pilots and Pilot station to make them aware of emergency.
- Contact Tugs and deploy to site of incident if required.
- Deploy Company owned craft to site (3 hours)
- Contact other boat owners and deploy to site if required.
- Establish Exclusion zone around incident site and organise traffic control through Duty Harbour Master.
- Stop and control commercial traffic movements as required.

Port Services will:

- Contact the E.P.A. and give a full report of incident and facts as they arise.
- Contact the Inland fisheries Ireland and report incident.
- Contact the Marine Institute and notify them of incident.
- Maintain contact with Harbour Master and Dredger Master as situation develops.
- Log facts and compile a comprehensive record and report on the incident.

MARINE EMERGENCY PLAN

Dealing with incidents involving Dredging Operations.				
EVENT	RISK	Strategies in Place	History	RESPONSE
<p>Grounding of Dredging vessel.</p>	<p>Loss of life and or injuries Vessel sinking. Spillage of dredge spoil. Oil pollution incident Dealing with media and public Block channel.</p>	<p>Shannon Estuary Marine Emergency Plan. Installation Emergency Plan.</p> <p>Shannon Estuary Oil Pollution Response Plan.</p> <p>Irish Coast Guard Emergency Response Plan. Primary Response Agencies Major Emergency Plans.</p> <p>Local authorities Major Emergency Plans. Dredgers emergency plan.</p> <p>All local geographical and bathymetric data are sent to dredging craft before operations commence.</p> <p>Tidal data, current rates and wave conditions are transmitted to dredger prior to operations.</p> <p>Notices to mariners issued prior to commencement of operations.</p> <p>Monitoring surveying are undertaken frequently to establish progress and current depths.</p>	<p>None</p>	<ul style="list-style-type: none"> • Contact the Irish Coast Guard and give an appraisal of the incident. • Set up a co-ordination centre in the Harbour Office, Foynes. • Contact Duty Harbour Master and appoint him as his on- site co-ordinator. • Liaise with Dredger Master and Port Services Department. • Contact Pilots and Pilot station to make them aware of emergency. • Contact Tugs and deploy to site of incident if required. • Deploy Company owned craft to site (3 hours) • Contact other boat owners and deploy to site if required. • Establish Exclusion zone around incident site and organise traffic control through Duty Harbour Master. • Stop and control commercial traffic movements as required. <p>Port Services will:</p> <ul style="list-style-type: none"> • Contact the E.P.A. and give a full report of incident and facts as they arise.

MARINE EMERGENCY PLAN

Dealing with incidents involving Dredging Operations.				
EVENT	RISK	Strategies in Place	History	RESPONSE
				<ul style="list-style-type: none"> Contact the Inland fisheries Ireland and report incident. Contact the Marine Institute and notify them of incident. Maintain contact with Harbour Master and Dredger Master as situation develops. Log facts and compile a comprehensive record and report on the incident. Deploy staff as required.
Collision with vessel on the river	Loss of life and or injuries Vessel sinking. Fire and/or explosion on either vessel. Spillage of dredge spoil. Oil pollution incident Dealing with media and public Block channel.	Shannon Estuary Marine Emergency Plan. Installation Emergency Plan. Shannon Estuary Oil Pollution Response Plan. Irish Coast Guard Emergency Response Plan. Primary Response Agencies Major Emergency Plans. Local authorities Major Emergency Plans. Dredgers emergency plan. All local geographical and bathymetric data are sent to dredging craft before operations commence. Tidal data, current rates and wave conditions are transmitted to dredger prior to operations. Notices to mariners issued prior to commencement of operations. Monitoring surveying are undertaken frequently to establish progress and current depths. Daily shipping list and weather reports issued		<ul style="list-style-type: none"> Contact the Irish Coast Guard and give an appraisal of the incident. Set up a co-ordination centre in the Harbour Office, Foynes. Contact Duty Harbour Master and appoint him as his on- site co-ordinator. Liaise with Dredger Master and Port Services Department. Contact Pilots and Pilot station to make them aware of emergency. Contact Tugs and deploy to site of incident if required. Deploy Company owned craft to site (3 hours) Contact other boat owners and deploy to site if required. Establish Exclusion zone around

MARINE EMERGENCY PLAN

Dealing with incidents involving Dredging Operations.				
EVENT	RISK	Strategies in Place	History	RESPONSE
		<p>to Dredger. Pilots will normally be on board commercial traffic and aware of dredging operations.</p>		<p>incident site and organise traffic control through Duty Harbour Master.</p> <ul style="list-style-type: none"> • Stop and control commercial traffic movements as required. • Contact ships agent and report incident, advise them to contact owners and insurers. <p>Port Services will:</p> <ul style="list-style-type: none"> • Contact the E.P.A. and give a full report of incident and facts as they arise. • Contact the Inland fisheries Ireland and report incident. • Contact the Marine Institute and notify them of incident. • Maintain contact with Harbour Master and Dredger Master as situation develops. • Log facts and compile a comprehensive record and report on the incident. • Deploy staff as required.

MARINE EMERGENCY PLAN

Dealing with incidents involving Dredging Operations.				
EVENT	RISK	Strategies in Place	History	RESPONSE
Bunkering of Dredger alongside	Oil Spillage into harbour or into Estuary.	<p>Stop transfer</p> <p>Contain spill on board. Use sorbant boom and oil pads, ensure all overboard scuppers are plugged</p> <p>Contact Port Services and get help to clean-up. If not contained on board, use mooring rope or booms to limit spread of oil until resources are available.</p> <p>Supervisor to contact Port Services Manager and report incident.</p> <p>Do not open Dock Gates if within the Dock or if open get them closed as quickly as possible to contain any oil within the Dock.</p> <p>Port Services Manager assesses spill and response as to whether further action required (Contact SEAPT for equipment, contact Local Authorities, activate Oil/HS Response Plan.)</p> <p>Disposal of oil into barrels / or using temporary storage and contact Enva for final disposal</p> <p>Stop pumping if pumping is in progress and identify cause of overflow</p> <p>If spill is inside then ensure area is ventilated</p> <p>Contain spill using pollution response equipment and ensure that any overboard scuppers are plugged.</p> <p>Try lowering level of tank by transferring to any other available space, including bilges in engine room if necessary.</p>		<p>Port Services will:</p> <ul style="list-style-type: none"> Contact the E.P.A. and give a full report of incident and facts as they arise. Contact the Inland fisheries Ireland and report incident. Contact the Marine Institute and notify them of incident. Maintain contact with Harbour Master and Dredger Master as situation develops. Log facts and compile a comprehensive record and report on the incident. Deploy staff as required

MARINE EMERGENCY PLAN

Dealing with incidents involving Dredging Operations.				
EVENT	RISK	Strategies in Place	History	RESPONSE
Failure of Dredger hopper doors.	Release of spoil outside of approved dump site. Impact on fish and marine mammals.	Vessels are maintained and classified. Contract issued to a reputable dredging contractor. All vessels comply with International Load Line Regulations and are vetted by Maritime Directorate. Warning devices on board vessel to give advance warning of any problems.		Port Services will: <ul style="list-style-type: none"> Contact the E.P.A. and give a full report of incident and facts as they arise. Contact the Inland fisheries Ireland and report incident. Contact the Marine Institute and notify them of incident. Maintain contact with Harbour Master and Dredger Master as situation develops. Log facts and compile a comprehensive record and report on the incident. Deploy staff as required
Transient fish stocks or mammals entering area of dredging.	Adverse effect on stocks and possible suffocation/or death of species. Effective sound generated by operation on mammals	Dolphin monitor on board vessel for operations in Foynes. (does not apply further East) Closed period in Limerick where Dredging is not allowed to protect migratory fish stock. Ploughing operations are restricted to Ebb tide only.	No adverse effects to date.	Port Services will: <ul style="list-style-type: none"> Contact the E.P.A. and give a full report of incident and facts as they arise. Contact the Inland fisheries Ireland and report incident. Contact the Marine Institute and notify them of incident. Log facts and compile a comprehensive record and report on the incident.

MARINE EMERGENCY PLAN

11.0 DIRECTORY OF PERSONNEL INVOLVED OR LIKELY TO BE INVOLVED IN THE EMERGENCY PLAN

COORDINATOR OF PLAN

Capt. Michael Kennelly

Harbour Master

Tel: 069 73103 (Office)
086 2208422

Ch: 16 or 11 on VHF

Fax: 069 65552

Email: mkennelly@sfpc.ie

MARINE EMERGENCY PLAN

COMPANY	CONTACT	ADDRESS	PHONE AND FAX NO.
Aer Rianta Shannon	Duty Airport Manager, Operations Office	Aer Rianta, Shannon, Co. Clare	061 471360 (office)
Aer Rianta Shannon	Reception Desk	Aer Rianta, Shannon, Co. Clare	061 471444 (office)
An Garda Siochana	Desk Officer	Divisional Headquarters, Tralee Garda Station, Tralee, Co. Kerry	066 7122022 (office) 066 7125969 (office) 999/112
An Garda Siochana	Desk Officer	Divisional Headquarters, Listowel, Co Kerry	068 21000 (office) 068 21174 (office)
An Garda Siochana	Communications Room,	Henry Street, Limerick	061 212400 (office)
An Garda Siochana	Station Officer	District HQ, Askeaton, Co. Limerick	061 601630 (office)
An Garda Siochana	Station Officer	Foynes, co. Limerick	069 65122 (office)
An Garda Siochana	Desk Officer	Divisional Headquarters, Ennis, Co. Clare	065 6848100 (office)
An Garda Siochana	Desk Officer	District HQ, Kilrush, Co. Clare	065 9080550 (office) 065 9080555 (fax)
An Garda Siochana	Desk Officer	Tipperary Garda Divisional HQ, Thurles, Co Tipperary.	0504 25100 (office)
Rusal Aughinish Ltd.	Main reception Security office	Aughinish Island, Aughinish, Co. Limerick	061 604000 (office)
CHC Ireland Ltd.	Duty operator (Shane Leonard)	Search and Rescue Shannon Airport Co. Clare	061 474192 061 474690 061 474577
CHC Ireland Ltd.	Duty Operator	Irish Coastguard	01 6620922
Celtic Tugs	Duty Tug	Foynes, Co. Limerick	087 2674589 086 8091403
Clare County Council	Chief Fire Officer	The Court House, Ennis, Co. Clare.	065 6821616
Department of Transport	Reception	Transport House Kildare Street	01 6707444
Department of Communications, Marine and Natural Resources.	Reception	Leeson Lane	01 6782000
ESB Moneypoint	Donal Brogan	Moneypoint, Kilrush, Co. Clare	065 9051652
Tarbert Generating	Brian Griffin	Tarbert, Co. Kerry	068 36156

MARINE EMERGENCY PLAN

COMPANY	CONTACT	ADDRESS	PHONE AND FAX NO.
Station			
Environmental Protection Agency	24 Hr Contact	www.epa.ie Wexford	053 60600 053 60699(fax)
Health and Safety Authority	Pat Conneely	1a South Mall, Cork	021 4251212
A.F.S.C.	John Craig	Foynes, Co. Limerick	069 65506
I.B.L.S.	Thomas O'Shaughnessy	Foynes, Co. Limerick	069 65506 068 34327 086 8394978
Irish Coast Guard	Duty Officer	Leeson Lane, Dublin.	01 6620922
Irish Helicopters	Michael Fitzgerald	Cork Airport, Cork.	021 4961509
Kerry County Council	Chief Fire Officer	County Buildings, Tralee, Co. Kerry	066 7121111
Kilrush Urban District Council	Town Clerk	Town Hall, Kilrush, Co. Clare	065 9051047 065 90 51596
Kilrush Urban District Council	Harbour Master	Kilrush, Co. Clare	065 9051515 065 9052237
Limerick and District Marine Search and Rescue	Trevor Sheehan	Dock Road, Limerick Imsar2@eircom.net.	061 316165 066 947109 061 316300
Limerick City Council	Chief Fire Officer	Civic Buildings, City Hall, Limerick	061 415799 061 302250 (h)
Limerick City Council	Civil Defence Officer	Civic Buildings, City Hall, Limerick	061 451562
Limerick County Council	Chief Fire Officer	County Buildings, Dooradoyle, Co. Limerick	061 496000 061 355086
Limerick County Council	Civil Defence Officer	County Buildings, Dooradoyle, Co. Limerick	061 496431
Limerick County Council	Outside hours Emergency	County Buildings, Dooradoyle, Co. Limerick	061 419226 087 2772015
Met Eireann	Duty Forecaster	Shannon Airport, Co. Clare	061 471333 061 6620737 (f)
Met Eireann	Duty Forecaster	Glasnevin Hill, Dublin 9	01 8064255 01 8064219
Mid West Health Board	Duty Officer	Regional Ambulance Control Centre, Dooradoyle, Limerick	061 228177 061 228799
Mid West Health Board	Chief Ambulance Officer	Regional Ambulance Control Centre, Dooradoyle, Limerick	061 228583
Munster Regional Communications Centre (MRCC)	Duty Officer	Mulgrave Street, Limerick	061 411364
Inland Fisheries Ireland	E. Cusack	Thomond Weir,	061 300238

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COMPANY	CONTACT	ADDRESS	PHONE AND FAX NO.
		Limerick	087 2425017
Inland Fisheries Ireland	M. Fitzsimons	Thomond Weir, Limerick	061 300238 087 2473708
Shannon Ferries Ltd.	General Manager	Killimer, Co. Clare	065 9053124
Shannon Foynes Port Company	Duty Harbour Master	Harbour Office, Foynes, Co. Limerick	069 73103 087 2560427 (office hours) 087 2542266 (outside office hours)
Marine Institute	Dredging incident only		091 387200
Environmental Protection Agency (EPA)	Dredging incident only.		053 9160600
SWDG	Simon Berrow		087 8545450
Shannon Foynes Port Company	Michael Kennelly, Harbour Master.	Harbour Office, Foynes, Co. Limerick	069 73103 087 2542264
Shannon Workboats Ltd.	M.J. Kehoe	Booaglass, Askeaton, Co. Limerick	087 2559869 061 392419
Tedcastles Aviation Fuels Ltd.	Robert Bennett	Fuel Farm Road, Shannon Airport, Co. Clare	061 472394

Media Contacts

COMPANY	CONTACT	ADDRESS	PHONE AND FAX NO.
M. Walsh	M. Walsh		061-397625 087 2556494
TELEVISION			
RTE Limerick	Cathy Halloran	Cornmarket Square, Denmark Street Limerick	061-410222 087-2585955 061-310223 hallorc@rte.ie
RTE Limerick	Newsdesk	Cornmarket Square, Denmark Street Limerick	061-410402 087-2052038 061-310223 limerick@rte.ie
RTE News	Duty Editor	RTE News Room, Donnybrook, Dublin 4.	01-2082177 01-2083111 01-2082013 01-2082503
TV3	Yvonne Doyle	Westgate Business Park,	01-4193333

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COMPANY	CONTACT	ADDRESS	PHONE AND FAX NO.
		Dublin 22.	
TG4	News Editor	Inverin, Galway	091- 505067
RADIO			
Radio Limerick 1	Ms. A.O’Grady	4 th Floor, Norwich Union House 17 Patrick Street, Limerick	061-319595 086-8561898
Today FM	Duty Editor Noel Shannon	124 Today House, Abbey Street, Dublin 1.	01-8049064 (087) 2398215
95 FM	Joe Nash		061-419595 061 401620 news@live95.ie
Clare FM	John Drummy Cian O’Siochtaín		065-6840787 065-6828888 087-9936632 news@clarefm.ie
Kerry Radio	Newsroom		066-7122282 066-7123666
NEWSPAPERS			
Irish Times	Eithne Donellan		01-6758000 01-6792022 edonnellan@irish-times.ie
Irish Independent	Eugene Hogan		01-7055333 061-349408 / 087 2497290 eugenemhogan@eir.com.net
The Irish Examiner	061-414504 jimmy.woulfe@echo.ie	Jimmy Woulfe	061-414495 / 086- 6012114
Limerick Leader	061-401424 ephelan@limerickleader.ie	Eugene Phelan	061 214500 / 086 6075276

MARINE EMERGENCY PLAN

12.0 APPENDICES

11.1 APPENDIX 1

MARINE EMERGENCY PLAN

Notice to Mariners

SHANNON ESTUARY

Contingency Plan in Case of Fire on Ships

1. Should a fire or explosion occur or other emergency arise on a vessel in or near the Shannon Estuary, the local Emergency Plan will be activated or put on standby.
2. If the vessel is berthed alongside, the responsibility for raising the alarm will rest with both jetty owner and the master of the vessel.

Alarm should be raised by ringing the Fire Brigade, Telephone No. 999 or 112 and asking for Fire, giving a short message:

E	Exact Location	Name of Ship and where berthed
T	Type of Incident	Fire, explosion, chemical incident etc.
H	Hazards	Current and Potential
A	Access	Location of fire on the ship and best access.
N	Number of Casualties	Include the type and severity.
E	Emergency Services	If present and what required.

Having raised the alarm, **the Master will take all immediate steps to safeguard his ship until assistance becomes available.**

3. If the vessel is **underway or at anchor**, the master of the vessel should raise the alarm by VHF in addition to the signals provided for in the International Regulations for Preventing Collisions at Sea.

A VHF watch is kept at the Pilot Station, Kilrush when vessels are expected. Communication is established with all Estuary berths when local movements are expected.

Shannon Pilots and Shannon Estuary Radio may well be listening at other times but a constant watch is not maintained.

Stations in the Estuary listen on Channel 16 and work channels 11 and 14.

Should an emergency arise on a vessel in or near the Shannon Estuary contact with one of the above stations should be made so that the local Emergency Plan can be activated or put on standby. If contact cannot be made directly SHANNON RADIO will make a link call to the responsible officer.

As soon as possible after raising the alarm the master of the vessel should send an amplifying message to the Harbour Master giving details:

- a. Fire - what is on fire - extent - nature of cargo - possible dangers?

MARINE EMERGENCY PLAN

- b. Damage - extent - effect on stability and seaworthiness
- c. Casualties - number - type of injury - number of stretchers required
- d. Oil spillage - if any danger of oil spillage exists, this should be reported.

Having raised the alarm, the Master of the vessel will be responsible for taking all immediate steps to safeguard his ship until assistance becomes available. The Master should therefore start fighting the fire with all available resources until the Fire Services arrive, when overall control of fire fighting will be undertaken by the senior officer of the Fire Services, with the advice of the master, as necessary.

4. Action by Fire Brigade

The Fire Brigade will despatch to the pick up points indicated by the Harbour Master, fire tender(s) and other equipment.
Appendix 111.

The senior officer of the fire brigade - having consulted with the Harbour Master and the master of the vessel - will assume full responsibility for fighting the fires, with their advice as necessary. If necessary he will call in resources from other fire authorities.

He will hold press conferences if necessary.

He will keep records of the use of resources.

If he considers it necessary, the Major Emergency Plan for the city/county should be activated by him.

5. Action by Gardaí

On receipt of alarm from the Harbour Master the Gardaí will assume responsibility for controlling the flow of road traffic to and from the incident area and if necessary will set up a Communications Centre.

6. Action by the Marine Rescue Co-Ordination Centre

The Marine Rescue Co-Ordination Centre will respond to requests for assistance in co-ordination of land, sea and air facilities for rescue operations.

7. Action by Tugs

Tugs shall be mobilised and available for use in accordance with the terms of agreement between the tug companies and Shannon Foynes Port Company.

The fire tug will proceed directly to the scene of the fire or as otherwise directed by the Harbour Master. The Master of the Tug will only take instructions from the Harbour Master in relation to the movement of the vessel, and in relation to the actual fire from the appropriate fire officer in consultation with the Harbour Master.

Signed: Michael Kennelly (Harbour Master, Shannon Foynes Port Company)

MARINE EMERGENCY PLAN

11.2 APPENDIX 2

DETAILS OF FIRE FIGHTING EQUIPMENT

MARINE EMERGENCY PLAN

m.v. "CELTIC BANNER" 3400BHP TUG

BUILT: Hikari Kogyo, Yokosuka, Japan, 1982.

CLASSIFICATION: BV 1 3/3 e TUG Coastal waters

FLAG: Irish **CALL SIGN:** EI6250 **OFFICIAL NO:** 403642

DIMENSIONS:

LENGTH OVERALL	32.83M	DRAFT MOULDED	3.3M
BEAM MOULDED	9.5M	GRT	282.01T
DEPTH MOULDED	4.3M		

MACHINERY

MAIN ENGINE 2 x Yanmar 6ZL-ST, total 3400BHP. Driving fixed pitch "Duck" pellors in azimuthing DP-40E type units.

GENERATORS 2 x 100KVA , 445V, 60Hz alternators driven by Kubota L5045EM type, 120 hp , 1200 rpm engines.

SPEED AND CONSUMPTION

MAX SPEED 13.2 Knots
CONSUMPTION 12.0 tons/day.

TOWING AND ANCHOR HANDLING

BOLLARD PULL Ahead 45Tons Astern 41 Tons
MAIN TOW WINCH Masada single drum, 89 ton brake, 110mm rope/ 100 m
TOW HOOK With quick release

CAPACITIES

FUEL 43 cubic m **POTABLE WATER** 34.5cubic m.

COMMUNICATION AND ELECTRONICS

RADAR 1 x Furuna FR-701 type.
1 x JRC JMA 2253
GPS/PLOTTER 1 X RAYTHEON RAYCHART 530
ECHO SOUNDER 1
DOPPLER SPEED LOG 1
PORTABLES 2
GMDSS Area 1

SAFETY AND FIRE FIGHTING

ENGINE Main Engine Driven pump with output of 360 cubic metres per hour with 140 metre throw.
MONITORS 1 Foam, 1 Dry chemical on mast, 1 foam on Monkey Island.
FOAM TANK 11.85 Cubic metres.
CHEMICAL TANK 2 Cubic metres.

MARINE EMERGENCY PLAN

m.v. "CELTIC REBEL" 3500BHP TUG

BUILT: Daiko Dockyard Co. Ltd., Osaka, Japan, 1984.

CLASSIFICATION: BV 1 3/3 E TUG Coastal waters

FLAG: Irish

CALL SIGN: EI 6249

OFFICIAL NO: 403643

DIMENSIONS:

LENGTH OVERALL	37.6M	DRAFT MOULDED	3.3M
BEAM MOULDED	9.9M	GRT	198T
DEPTH MOULDED	4.1M		

MACHINERY

MAIN ENGINE 2 x Niigata 6L28BXE, Total 3500BHP. Driving fixed pitch "Z" pellors in azimuthing ZP-3A type units.

GENERATORS 2 x 120 KVA, 225V, 60 Hz Alternators driven by Yanmar 6KFL type, 145 HP, 1200 rpm engines.

SPEED AND CONSUMPTION

MAX SPEED 13.5 Knots
CONSUMPTION 9.6 tons/day.

TOWING AND ANCHOR HANDLING

BOLLARD PULL Ahead 48 Tons Astern 44 Tons
MAIN TOW WINCH Masada single drum, 89 ton brake, 110mm rope/ 100m
TOW HOOK With quick release

CAPACITIES

FUEL 138 cubic m. **POTABLE WATER** 37.5 cubic m

COMMUNICATION AND ELECTRONICS

RADAR 2 x JRC 2142, 3210 sets.
GPS JRC
CHARTPLOTTER JRC
VHF 2
ECHO SOUNDER 1
AUTO PILOT 1
PORTABLES 2
GMDSS Area 1
GYRO/AUTO PILOT SPERRY

SAFETY AND FIRE FIGHTING

ENGINE Izumi Diesel E120TC type, 280 hp at 2200RPM, output of 360 cubic m/hr with 140 metre throw.
MONITORS 1 Foam, 1 Chemical on folding tower, 1 foam on monkey island.
FOAM TANK 12.9 Cubic metres.
CHEMICAL TANK 2 Cubic metres.

MARINE EMERGENCY PLAN

OWNERS

CELTIC TUGS LTD,

**MAINPORT,
MONAHAN RD
CORK.
IRELAND.**

PH 353 21 4317900

FAX 353 21 4311269

E MAIL: celtictugs@mainport.ie

CONTACTS

CELTIC REBEL

PH: + 353 87 2674589, + 353 86 8091403

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MARINE EMERGENCY PLAN

11.3 APPENDIX 3

MARINE EMERGENCY PLAN

11.3 Fire on Vessels in the Shannon Estuary

AGREED AREAS OF RESPONSIBILITY OF EACH FIRE AUTHORITY

11.3.1 Kerry County Fire Service

All inward bound ships from Kerry Head to Tarbert Race plus vessels at Tarbert Oil Jetty and Car Ferry on Killimer/Tarbert run.

11.3.2 Limerick County Fire Service

All inward bound ships from Tarbert Race to Limerick City boundary plus vessels in Foynes Harbour, Foynes Island Jetty and Aughinish Marine Terminal.

11.3.3 Clare County Fire Service

All outward bound ships from Limerick City boundary to Loop Head plus vessels at Cappa, Moneypoint, Dernish Island car ferry on Tarbert/Killimer run.

11.3.4 Limerick City Fire Service

River Quays and Docks within City limits. Also Communication Co-Ordination Centre, First Response for Estuary with helicopter.

MARINE EMERGENCY PLAN

11.4 APPENDIX 4

MARINE EMERGENCY PLAN

FIRE FIGHTING AND EMERGENCY EVACUATION PLAN:

SHANNON AIRPORT OIL JETTY.

TO BE CAREFULLY READ AND NOTED.

The Master of a tanker discharging petroleum at Shannon Airport Jetty shall, on arrival alongside and before cargo operations commence, prepare and clear the outboard lifeboat or stern mounted free fall lifeboat so that embarkation could begin within 30 seconds of an order by him or the officer in charge.

An emergency escape ladder is provided at the end of the vessel opposite to the ship's gangway. The tending of the emergency escape ladder is the responsibility of the ship's crew while the vessel remains on the berth.

Instructions for jetty personnel.

- ✓ Once cargo has commenced the jetty Operator will remain on the landward side of the chocks arm.
- ✓ All personnel working on jetty will wear lifejackets.
- ✓ No contract work to be carried out while vessel is alongside.
- ✓ No personnel other than those necessary for the discharge operations to remain on jetty during ship's stay. (normally one person).
- ✓ Any person boarding vessel, including jetty personnel and ship's agent to sign themselves on and off the vessel with the ship's crew, and will remain with the crew in the event of an emergency.

Should a fire occur in a tanker berthed at the jetty or in its vicinity the following shall be the procedures:

- (1) The Fire Alarm on the Ship and/or Jetty shall be sounded by the operator and the Discharging Crew Supervisor informed. Two "break glass" alarms are provided one on the jetty hut and one on the approach bridge about 35 metres from the ship. These alert the tank farm. The Supervisor shall dial 999 or 112 to alert the Fire Services that there is a fire at SHANNON AIRPORT OIL JETTY. He shall also contact the Duty Harbour Master (087 2542266 or 087 2560427), the Gardaí, Irish Coastguard and Airport Security.
- (2) Shannon Coastguard Radio keeps a 24 hour watch on VHF Channel 16. When contacted they will alert the necessary services.
- (3) The Discharging Crew shall alert the ship and the depot. Pumping should cease and valves on ships and shore shall be shut and the loading arm disconnected if possible.

MARINE EMERGENCY PLAN

- (4) The ship's crew shall report to their allocated fire stations and proceed to fight the fire with all the personnel and equipment at their disposal and the jetty discharging crew shall use the fixed foam monitor, foam units and the portable extinguishers provided until the arrival of the Fire Service. The Senior Officer of the Fire Service will then take over.
- (5) Airport Security will take over direction of essential traffic to the island to avoid "bottlenecks" on the causeway.
- (6) Wives, and other persons not forming part of the ship's fire fighting crew shall vacate the vessel if possible and proceed to the Shore Assembly Point and await transport.
- (7) When the Fire Service personnel arrive the Supervisor shall inform the O.I.C. of the grade, disposition and quantity of cargo on board.
- (8) Immediately on receipt of a fire report the Duty Harbour Master will alert the fire tug on duty and call out such personnel as he deems necessary.
- (9) All persons not required for fire fighting on other essential services shall be evacuated from the island and its approach in accordance with the instructions.

IN CASE OF FIRE

1. SOUND ALARM

2. DIAL 999 or 112

**3. SUPERVISOR TO ALERT DUTY
HARBOUR MASTER, FIRE SERVICE,
GARDAI AND**

4. PROCEED WITH FIRE PLAN

HARBOUR MASTER

CHIEF FIRE OFFICER

MARINE EMERGENCY PLAN

Shannon Foynes Port Company

**HARBOUR MASTER'S OFFICE,
FOYNES,
CO. LIMERICK.**

**DANGEROUS SUBSTANCES (OIL JETTIES) REGULATION 1979
(SECTION 26)
SHANNON FOYNES PORT COMPANY
FIRE FIGHTING & EMERGENCY EVACUATION PLAN, FOYNES**

1. Raise the alarm
 - (a) By continuous sounding of the alarm on the jetty.
 - (b) By continuous short blasts in the ship's whistle or siren.
 - (c) Contact the Fire Station telephone No: 999 or 112.
 - (d) By telephone from the Oil Terminal or nearest available telephone.
2. Stop discharging or loading operations. Close all valves between the ship and the shore. Disconnect ship to shore pipeline. Stop ballasting or deballasting operations.
3. Open all means of access to the oil jetty for fire appliances to enter.
4. Evacuate from the jetty all personnel not forming part of the fire fighting party.
5. Fight the fire with all the available equipment on the jetty and on the ship.
6. Contact Dr. M.J. Tangney
Home: (069) 65147, Surgery (069) 65196.
7. Contact the Duty Harbour Master on 087 2542266 by night or 069 73103 by day.
8. Contact the Gardaí for Traffic Control. Telephone No: 999 or 112
9. Contact Hospital for Ambulance Service. Telephone No: 999 or 112.
10. Assist Fire Brigade with foam, hose, etc.

Harbour Master

IN CASE OF FIRE OR EMERGENCY

- 1. SOUND ALARM**
- 2. DIAL 999 OR 112 AND REPORT USING THE ETHANE FORMAT**

E	Exact Location	Specific building or installation on site.
T	Type of Incident	Fire, explosion, chemical incident etc.
H	Hazards	Current and Potential
A	Access	From which direction to approach
N	Number of Casualties	Include the type and severity.
E	Emergency Services	If present and what required.

- 3. CONTACT SUPERVISOR/MANAGER AND ISSUE REPORT.**
- 4. SUPERVISOR TO ALERT DUTY HARBOUR MASTER .**
- 5. EVACUATE AREA AND AWAIT INSTRUCTIONS.**

MARINE EMERGENCY PLAN

11.4 APPENDIX 5

MARINE EMERGENCY PLAN

Director Irish Coast Guard
Department of Transport
Dublin

Dear Director,

Re: Your instruction regarding mv _____

I note your instruction pursuant to Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 as amended by –

(a) Directive 2009 / 17 / EC of the European Parliament and the Council of 23 April 2009

(b) Directive 2009 / 18 / EC of the European Parliament and the Council of 23 April 2009

I will comply with your instructions in relation to this matter and note your authority pursuant to paragraph 22(1) of Statutory Instrument No 573/2010.

Shannon Foynes Port Company will assist you and the Irish Coast Guard in relation to this matter and we await your further instructions. While your directive is in force we would expect to be fully consulted in any decisions made by you in relation to our harbour.

You will appreciate in a situation where we are operating under your instructions we will not be in a position to accept responsibility for any damage caused directly or indirectly to any third party or the environment or whilst acting under such instructions. We wish to bring to your attention at this time that further significant liability, including any consequential liability, may arise in the event of such instructions resulting in the closure of part or all of the harbour. We would expect that the Irish Coast Guard is the responsible party regarding all claims resultant to your instruction.

Having regard to paragraph 24 of SI no. 573/2010 we would appreciate if you would furnish us in due course with evidence of the vessels insurance (if any).

As mentioned above we will assist and now await further directions from you.

Yours faithfully,

Harbour Master
Shannon Foynes Port Company

Date: / /

Time: : hrs