

SHANNON ESTUARY

MARINE EMERGENCY PLAN



APPROVED BY:	Harbour Master
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REVISION SHEET

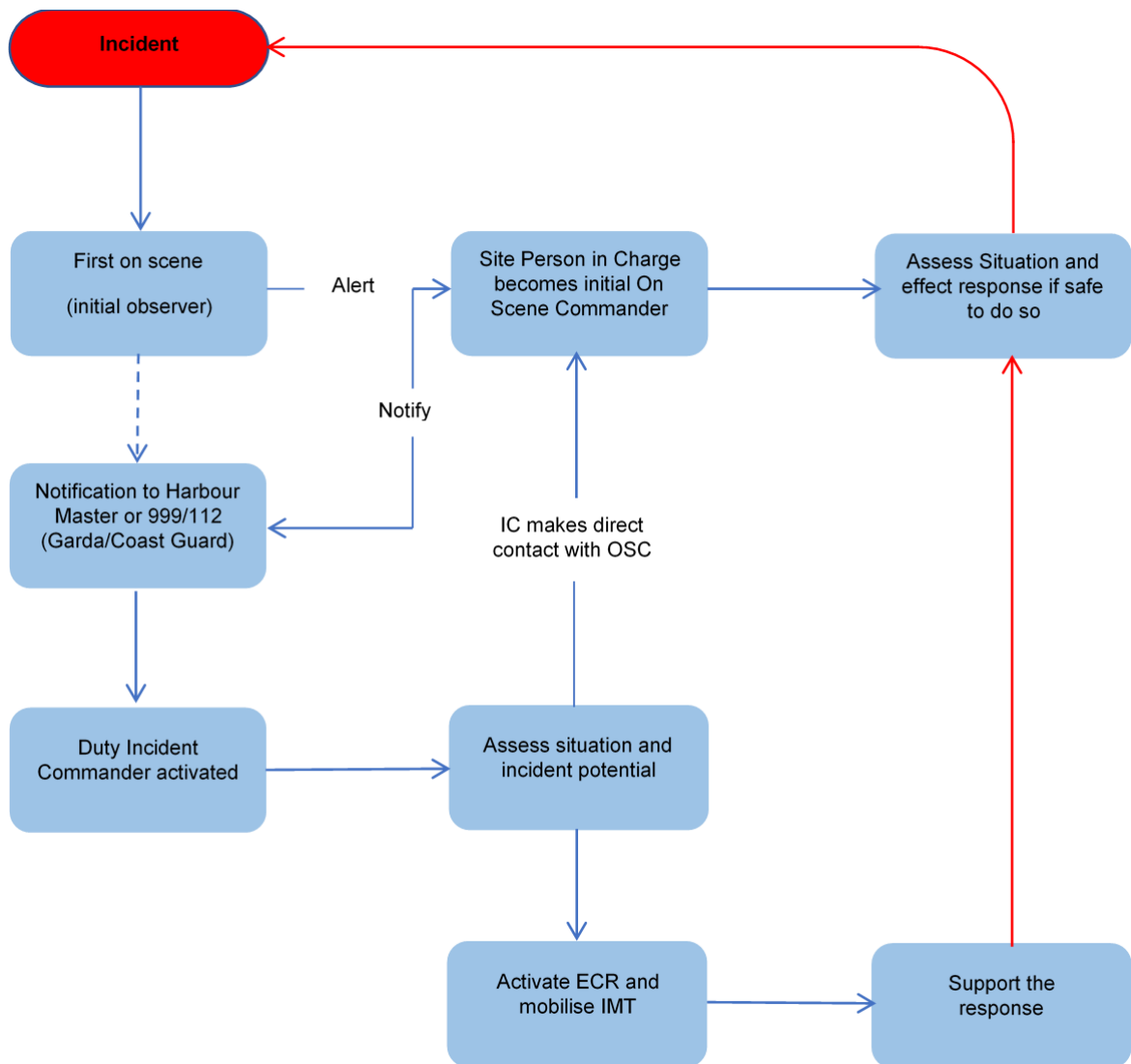
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AMENDMENTS:

Date	Section	Removed Pages	Inserted Pages	By	Date
Sept 2018	Full Revision			MWI Risk Management	14/09/18

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**TO ACTIVATE THIS PLAN CALL THE
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**THIS PLAN IS ACTIVATED FOR MARINE EMERGENCIES
UNDER THE SFPC MAJOR EMERGENCY PLAN**

IMPORTANT SUPPORTING DOCUMENTS

Shannon Foynes Port Company Major Emergency Plan
Shannon Foynes Port Company/SEA-PT Oil Spill Contingency Plan
Limerick County Council Contingency Plan
Clare County Council Contingency Plan
Kerry County Council Contingency Plan
Management of Major Emergencies – Protocol 7

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DEFINITIONS AND ABBREVIATIONS:

For the purpose of this plan, the following terms, definitions and abbreviations apply.

TERM/ABBREVIATION	DEFINITION
ALARP	As Low As Reasonably Practicable
AGS	An Garda Siochana
DOE	Department of Environment
DTTS	Department of Transport, Tourism and Sport
ECR	Emergency Control Room
EPA	Environmental Protection Agency
FCP	Forward Control Point
HSE	Health Service Executive
IC	Incident Commander
ICC	Incident Command Centre
ICT	Incident Command Team
ICS	Incident Command Structure
IRCG	Irish Coast Guard
IAP	Incident Action Plan
IOM	International Maritime Organization
IMT	Incident Management Team
LA	Local Authority
LSC	Logistics Section Chief
MAS	Maritime Assistance Centre
MOME	Management of Major Emergencies
MRCC	Maritime Rescue Coordination Centre
MSO	Marine Survey Office
NGO	Non-Government Organization
OARS	Over-react, Assess, Respond, Stand-down
OCS	Operations Section Chief
OSC	On-Scene Commander
OSPC	Oil Spill Contingency Plan
PEAR	People, Environment, Assets, Reputation (Response Objectives)
PORDM	Port of Refuge Decision Matrix
PRA	Primary Response Agency
RNLI	Royal National Lifeboat Institution
SEA-PT	Shannon Estuary Anti-Pollution Team
SFPC	Shannon Foynes Port Company
SITREP	Situation Report
SPA	Special Protection Area
SRC	Shoreline Response Centre

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1. Purpose of Plan

The purpose of this plan is to provide the Incident Management Team and other responding agencies with an initial structure for response and management of a marine incident within the Shannon Estuary. In particular the plan:

- Outlines initial action, roles and responsibilities of the Harbour Master and other on-duty SFPC personnel prior to the arrival of external emergency services including, An Garda Síochána, County Fire and Rescue Services, Local Authorities and Health Service Executive.
- Defines a process to facilitate incident notification and effective and coordinated communications.
- Sets out initial procedures for identified major incident scenarios

2. Objectives:

This plan guides the Incident Commander and others involved in the response process through the decisions which will be required during an incident response.

The primary objectives of this plan are contained in the mnemonic PEAR:

- PEOPLE
- ENVIRONMENT
- ASSETS
- REPUTATION



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3. Scope of Plan – Area of Responsibility

The Marine Emergency Plan will be activated by the SFPC Harbour Master, upon notification of a major emergency, whether it has occurred or is imminent. If not already informed, the Harbour Master will make additional notifications in accordance with this plan and the SFPC Major Emergency Plan.

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. persons in the water, will be co-ordinated by the IRISH COAST GUARD as stated under “A Framework for Major Emergency Management Protocol (7), Land based response to Marine Emergencies – Section 2.10”

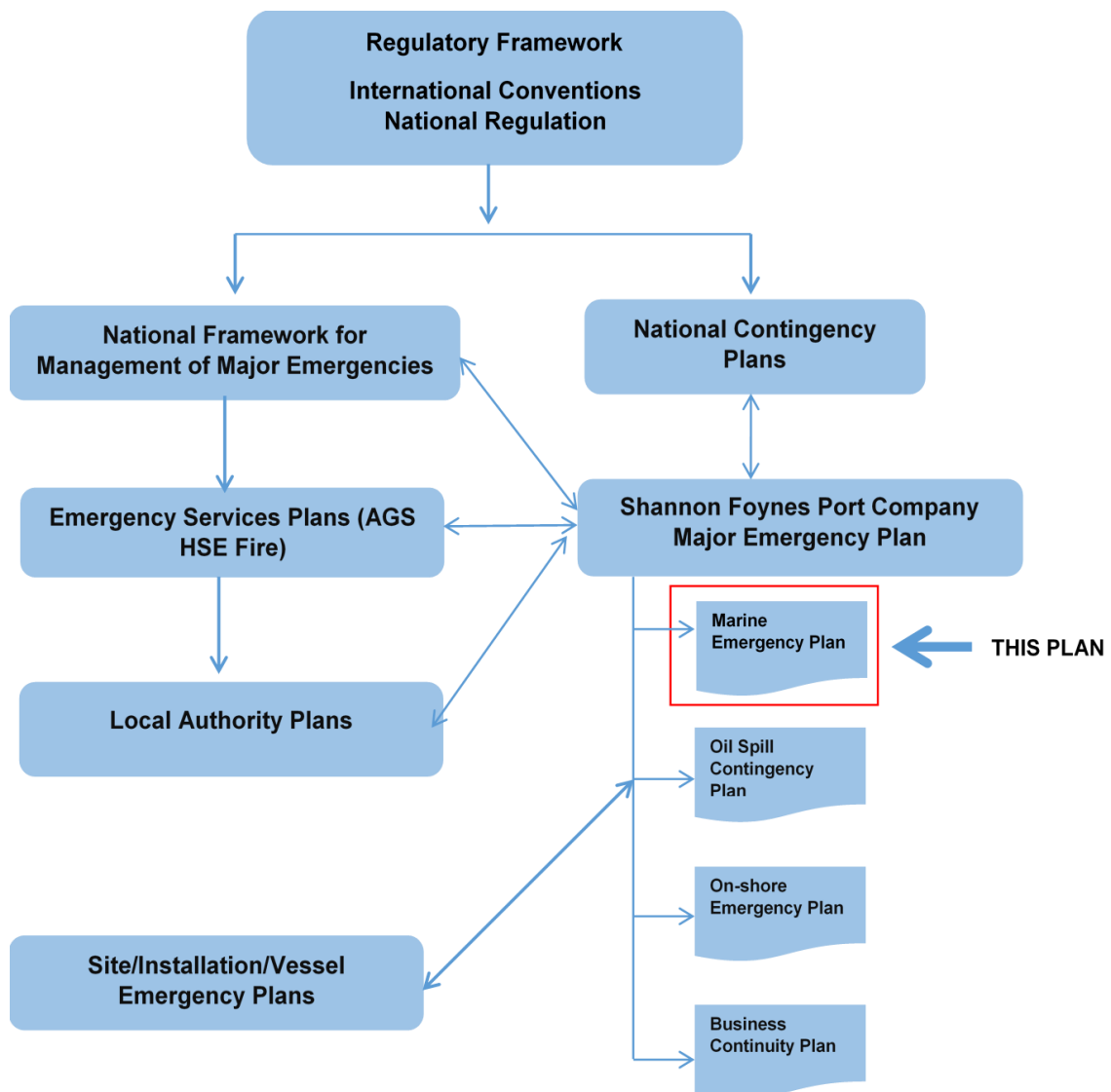
In ports and harbours, THE IRISH COAST GUARD will coordinate on water Search and Rescue, up to the Port Company/ Harbour Authority’s defined internal upstream navigational limit, in consultation with the Port Company/ Harbour Authority and, where appropriate, An Garda Síochána.

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4. Incident Plan Hierarchy

This Marine Emergency Plan forms part of a hierarchy of plans developed within the National Regulatory Framework and International Conventions and maintained within SFPC, emergency services and other National and Local Government Agencies and Departments.

In the event of a marine emergency the activation of any of these plans would necessitate the activation of this plan



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5. Discovery and notification of a marine emergency incident:

An emergency/incident may be discovered and reported through any number of sources: the person/organization directly involved, a member of the public or other 3rd party or one of the blue light emergency services (An Garda Síochána, County Fire and Rescue Services, HSE/Ambulance or Coast Guard).

When an emergency or potential emergency occurs, it is vital that the alarm should be raised immediately.

On receipt of initial notification, information should be obtained using the mnemonic **ETHANE**:

- **E** – Exact location and type of incident
- **T** – Type of incident (ship/aircraft/other, fire, spill/release of chemical/oil/gas),
- **H** – Hazards involved (type and nature of substance)
- **A** – Access to Scene (approach route/staging area/hazards)
- **N** – Number and severity of casualties
- **E** – Emergency Services required or responding

An Incident Report Form should also be completed.

It is essential to obtain as much information as possible in the early stages of the developing incident so that an appropriate response approach may be established.

6. Evaluation and identification of a marine incident:

On receiving a report of an emergency/incident the receiving officer shall:

- Obtain as much information as possible (ETHANE) using the Incident Report Form
- Instigate or arrange for an investigation to be immediately carried out in order to confirm the details surrounding the report
- Ensure the Harbour Master or nominated deputy has been notified

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7. Declaration of Major Emergency

The term **Major Emergency** is used to describe the most serious of emergency situations and incidents and is defined within the **Framework for Major Emergency Management** as:

A Major Emergency is an 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 capability of the principle emergency services in the area in which the event occurs, and requires the activation of specific additional procedures and the mobilization of additional resources to ensure an effective, co-ordinated response.

A Major Emergency is declared by the lead Emergency Service.

In the event of a marine centred emergency, the Harbour Master may be called upon to offer guidance and advice to the emergency services with respect to the seriousness, potential and escalation factors of an incident.

During a Major Emergency, this plan will be implemented concurrently with plans operated by National, Regional and Local authorities and the Emergency Services.

8. Response Termination

Termination of an Incident Response will be agreed by the Incident Commander, in consultation with Emergency Services, Local Authority and other appropriate Government agencies and in line with criteria set out in the SFPC Major Emergency Plan.

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RESPONSE STRATEGIES

AND

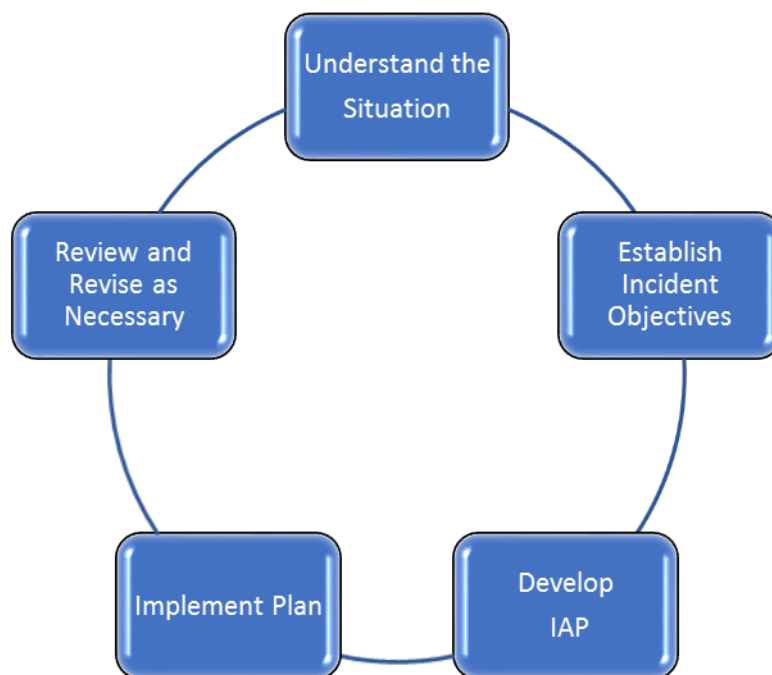
INCIDENT ACTION PLANS

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RESPONSE STRATEGIES:

Response Priorities including the development of an **Incident Action Plan** are detailed and described in **PHASE 2** of the SFPC Major Emergency Plan.

The purpose of this section is to detail initial response actions to be taken for the most likely emergency incidents identified through risk assessment. These actions precede the development of an Incident Action Plan, which will be developed once full details of the incident have been established. Incident Action Planning is built of the following stages:



Each of the initial response plans below has been developed, reviewed and agreed with relevant stakeholder. The IAP's are intended as the starting point for incident management.

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SCENARIO 1: FIRE OR EXPLOSION ON VESSEL ALONGSIDE A JETTY			
COMMAND AND CONTROL:			
The Harbour Master or nominated deputy shall take overall control of incident			
ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> Site response team Local authority emergency services (Fire and Rescue, HSE and An Garda Síochána) 	Incident commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> Harbour Master (if not already notified) Irish Coast Guard DTTS Marine Survey Office Local authorities (in event of Major incident or potential pollution) Adjacent terminal operators SFPC CEO or delegate <p>For any incident at SFPC jetty notify AFSC.</p>	Incident commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> Consider deploying Duty HM to scene to obtain updated information and act as OSC Consider activation of SFPC Major Emergency / Installation Plan Establish contact with vessel either directly or via local agent Establish contact with PRA and ensure response has been activated Instruct harbour tugs to precede to scene and prepare to assist in Fire-fighting activities Mobilise and co-ordinate available on-water assets – including SFPC and 3rd party workboats Place Pilot Boat crew and Pilot on standby Provide SitReps to stakeholders as appropriate 			

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SCENARIO 2: FIRE OR EXPLOSION ON VESSEL AT ANCHOR OR UNDERWAY

COMMAND AND CONTROL:

The Harbour Master or nominated deputy shall take overall control of incident

ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> Irish Coast Guard Local authority emergency services (Fire and Rescue, HSE and An Garda Síochána) 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> Harbour Master (if not already notified) Irish Coast Guard DTTS Marine Survey Office Other Vessels within the estuary Local authorities (in event of Major incident or potential pollution) Adjacent terminal operators SFPC CEO or delegate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> Consider deploying Duty HM to FCP to obtain updated information and act as OSC Consider activation of SFPC Major Emergency / Oil Spill Contingency Plan Establish contact with PRA and ensure response has been activated Establish contact with vessel either directly or via local agent Instruct harbour tugs to precede to scene and prepare to assist in fire-fighting activities Mobilise and co-ordinate available on-water assets – including SFPC and 3rd party workboats Place Pilot Boat crew and Pilot on standby Consider setting up Exclusion Zone to prevent unauthorised access to scene Provide SitReps to stakeholders as appropriate 			

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SCENARIO 3: COLLISION OR EMERGENCY (OTHER THAN FIRE OR EXPLOSION)

COMMAND AND CONTROL:

The Harbour Master or nominated deputy shall take overall control of incident

ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> Site response team Local authority emergency services (Fire and Rescue, HSE and An Garda Síochána) 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> Harbour Master (if not already notified) Irish Coast Guard DTTS Marine Survey Office Local authorities (in event of Major incident or potential pollution) SFPC CEO or delegate Adjacent terminal operators as appropriate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> Consider deploying Duty HM to FCP to obtain updated information and act as OSC Consider activation of SFPC Major Emergency / Oil Spill Contingency Plan Establish contact with PRA and ensure response has been activated Establish contact with vessel either directly or via local agent Instruct harbour tugs to proceed to scene and prepare to assist in fire-fighting activities Mobilise and co-ordinate available on-water assets – including SFPC and 3rd party workboats Place Pilot Boat crew and Pilot on standby Determine extent of damage including risk of water ingress or loss of fuel or cargo Be prepared to assist PRA's with casualty reception – prepare landing sites Consider Exclusion Zone Provide SitReps to Stakeholders as appropriate 			

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SCENARIO 4: VESSEL GROUNDING OR AGROUND			
COMMAND AND CONTROL:			
The Harbour Master or nominated deputy shall take overall control of incident			
ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> Irish Coast Guard 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> Harbour Master (if not already notified) DTTS Marine Survey Office Local authorities (in event of Major incident or potential pollution) SFPC CEO or delegate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> Consider deploying Duty HM to FCP to obtain updated information and act as OSC Consider activation of SFPC Major Emergency / Oil Spill Contingency Plan Establish contact with PRA and ensure response has been activated Establish contact with vessel either directly or via local agent Instruct harbour tugs to precede to scene and prepare to assist in Fire-fighting activities Mobilise and co-ordinate available on-water assets – including SFPC and 3rd party workboats Place Pilot Boat crew and Pilot on standby Determine extent of damage including risk of water ingress or loss of fuel or cargo Consider Exclusion Zone Consider options for re-floating vessel based on best available information Advise terminal operators as appropriate Provide SitReps to Stakeholders as appropriate 			
<i>Note: If grounding occurs while vessel is alongside a jetty, determination of potential damage is a priority. Tug and other support (including PRA's) may not be required as an immediate action</i>			

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SCENARIO 5: AIRCRAFT DITCHING IN THE ESTUARY

COMMAND AND CONTROL:

The Harbour Master or nominated deputy may be required to form part of Unified Command along with Lead Response Agency – they will control SFPC personnel and assets and coordinate marine activities as directed.

ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
<p>Ensure the initial alarm has been raised</p> <p>It is most likely that SFPC will be notified of aircraft incident via other agencies. If initiating emergency – notify;</p> <ul style="list-style-type: none"> ▪ Local authority emergency services (Fire and Rescue, HSE and An Garda Síochána) ▪ Shannon Airport Duty Manager 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> ▪ Harbour Master (if not already notified) ▪ Irish Coast Guard ▪ DTTS Marine Survey Office ▪ Adjacent terminal operators ▪ Marine vessels within Estuary ▪ SFPC CEO or delegate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> ▪ Consider deploying Duty HM to scene to obtain updated information ▪ Consider activation of SFPC Major Emergency / Installation Plan / OSCP ▪ Establish contact with PRA's to establish nature of response. ▪ Instruct harbour tugs to precede to scene and prepare to assist as directed by PRA ▪ Mobilise and co-ordinate available on-water assets – including SFPC and 3rd party workboats ▪ Place Pilot Boat and crew on standby, consider mobilising to scene ▪ Advise terminal operators as appropriate ▪ Be prepared to assist PRA's with casualty reception – prepare landing sites ▪ Consider Exclusion Zone ▪ Provide SitReps as appropriate 			

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SCENARIO 6: EMERGENCIES INVOLVING DREDGING OPERATIONS

COMMAND AND CONTROL:

The Harbour Master or nominated deputy shall take overall control of incident

ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> ▪ Site response team ▪ Irish Coast Guard ▪ Local authority emergency services (depending on nature of incident). 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> ▪ Harbour Master (if not already notified) ▪ Irish Coast Guard ▪ DTTS Marine Survey Office ▪ Local authorities (in event of Major incident or potential pollution) ▪ Environmental Protection Agency ▪ Inland fisheries Ireland (as appropriate) ▪ Marine Institute (as appropriate) ▪ Adjacent terminal operators ▪ SFPC CEO or delegate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> ▪ Establish contact with IrCG to confirm nature and location of incident ▪ Consider activation of SFPC Major Emergency / Installation Plan / OSCP ▪ Consider deploying Duty HM to scene to obtain updated information ▪ Establish contact with Dredger Master to confirm actions currently being taken ▪ Ensure Pilot Boat and crew on standby, consider mobilising to scene ▪ Instruct harbour tugs to precede to scene and prepare to assist ▪ Establish Exclusion Zone and stop other marine traffic ▪ Consider Exclusion Zone ▪ Maintain communications with EPA ▪ Provide SitReps as appropriate 			

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SCENARIO 7: SECURITY INCIDENT – 3RD PARTY TERMINAL / AT ANCHORAGE

COMMAND AND CONTROL:

The Harbour Master or nominated deputy shall take overall control of incident.

Note – All facilities on the Estuary are ISPS/EU Security Directive compliant. HM SFPC is PSO for facilities at Foynes, Limerick and Shannon. HM SFPC is also PSO for the Estuary. Third Party terminals will respond in accordance with approved ISPS/EU Security Directive plans. Incidents at 3rd party terminals have the potential escalate and create a domino effect at other facilities.

ACTION	RESPONSIBLE	COMPLETE	
		YES	NO
RAISE THE ALARM			
Ensure the initial alarm has been raised; <ul style="list-style-type: none"> An Garda Siochana (AGS) DTTS – Marine Survey Office 	Incident Commander		
NOTIFICATIONS:			
<ul style="list-style-type: none"> Harbour Master (if not already notified) Irish Coast Guard <p>Consider additional notifications based on AGS guidance:</p> <ul style="list-style-type: none"> Local authorities Adjacent terminal operators Port users SFPC CEO or delegate 	Incident Commander		
INITIAL ACTIONS			
<ul style="list-style-type: none"> Establish contact with AGS and agree command and control Establish contact with vessel master and agent to understand full details and current status. Consider activation of MEP/Installation Plan Consider impact at SFPC and other facilities For incidents on vessel at anchor place pilot boat on standby Be prepared to provide AGS with on-water assistance. 			

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**SHANNON FOYNES PORT COMPANY
MARINE EMERGENCY PLAN**

MWI RISK MANAGEMENT