

# PORT INFORMATION GUIDE

SHANNON ESTUARY

AUGUST 2020







**TARBERT ISLAND**



**FOYNES**

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## GENERAL INTRODUCTION

This information has been made available for Ship Masters, technical managers, publishers of nautical information and any other party that requires nautical information for port facilities and traffic movement on the Shannon Estuary.

## LEGAL DISCLAIMER

While every effort has been made to ensure the accuracy of all information contained in this publication Shannon Foynes Port Company or its officials will not be held responsible for any Errors, Exceptions, or Omissions.

## CONTACT PORT

The Harbour Master's Office is located in the Harbour Office in Foynes.

The Marine Operations Department under the direction of the Harbour Master manages all commercial shipping activities within the maritime jurisdiction of the Shannon Estuary. The Marine Operations Department coordinates all shipping activities and are in compliance with international, national and local rules and regulations.

## CONTACT FOR PORT INFORMATION

Marine Operations

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103 Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

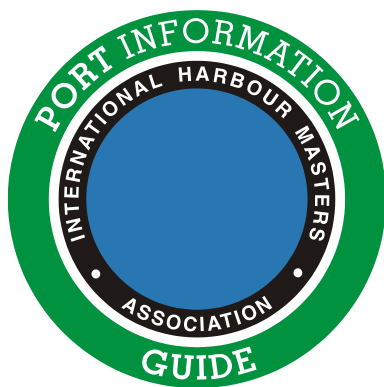
## WEBSITE OF THE PORT

[www.sfpc.ie](http://www.sfpc.ie)

## WEBSITE OF THIS DOCUMENT

<http://www.sfpc.ie/marine-operations/port-entry-guide/>

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## SHANNON ESTUARY



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# Record of corrections

Date	Page	Correction subject	Source
6 <sup>th</sup> Nov 09	28	3.2 and 3.3 regarding Safe Seas Ireland.	HC
01 <sup>st</sup> Mar 10	All	Var clerical corrections	HC
29 <sup>th</sup> Mar 10	47	Increase in maximum beam of vessels into Foynes	AC
01 <sup>st</sup> JUN 12	All	General update and introduction from new Harbour Master	HC
18 <sup>th</sup> July 2012	11/58/62/68	Instructions concerning Pilot Ladders.	MK
17 <sup>th</sup> Sep 12	49	Mooring equipment – addition	HC
07 <sup>th</sup> Dec 12	46	Inclusion of Pilots intended passage in the Estuary	HC
07 <sup>th</sup> Dec 12	5/21/66	Amended contact details – Marine Operations and Duty Harbour Master.	MK
07 <sup>th</sup> Dec 12	56/60	Amended contact details – Security Office Foynes	MK
07 <sup>th</sup> Dec 12	28	Amended Port security information (Para 4.7)	MK
07 <sup>th</sup> Dec 12	43	Compilation of tidal predictions.	MK
21 <sup>st</sup> May 13	76/77	Amended details re Shipping Agents.	MK
18 <sup>th</sup> Jun 13	72	Insertion of new para 14.6. Safe Access/Egress – Rigging of Accommodation ladders/Gangways.	MK
08 <sup>th</sup> Jul 13	78	Amended Para 16.6 – details regarding Waste disposal provision at all terminals within the Estuary.	HC
29 <sup>th</sup> Jul 13	46	Amended definition of deep draught vessel (now 13.0m and above).	MK
30 <sup>th</sup> Jul 13	63-64	Berthing/Sailing restrictions at terminals and jetties.	MK
Jan 2020	All	General update of information	HC
Aug 2020	All	General update of information	SR

Date	Page	Correction subject	Source

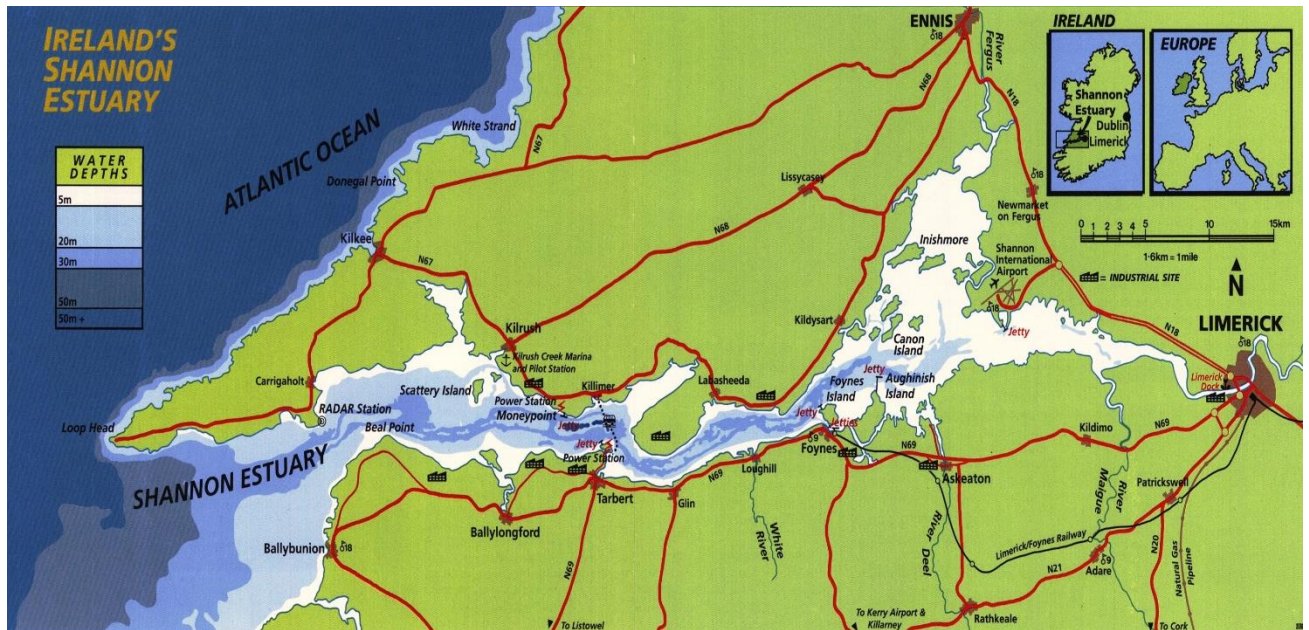


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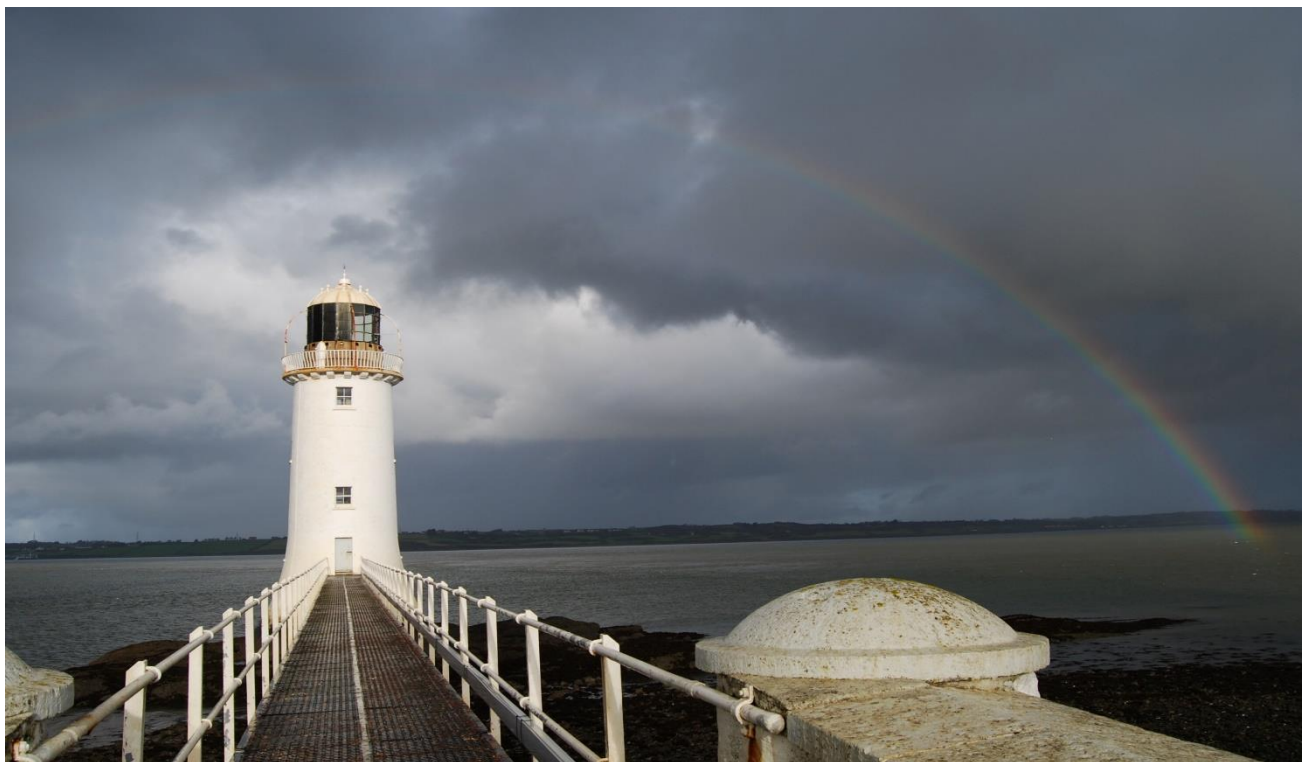


TUGS IN SHANNON ESTUARY



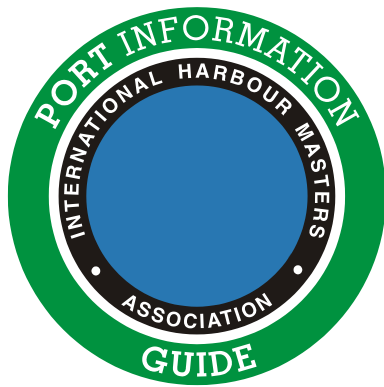


Shannon Estuary.



Tarbert Lighthouse.

# **1 Foreword Harbour Master**



# PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS

## 1.1 GENERAL

As Harbour Master with Shannon Foynes Port Company, it gives me great pleasure in welcoming you to the Shannon Estuary. The Shannon Estuary is Ireland's largest portal area, extending from our facilities in Limerick City to the seaward limits between Loop Head and Kerry Head, a distance of some 100 km. In addition, the Shannon Estuary is Ireland's premier deep-water facility, routinely handling Capesize and Panamax shipping.

### The Port

There are six main facilities located within the Estuary. Shannon Foynes Port Company facilities are located at Foynes, Limerick City (Ted Russell Dock) and Shannon Airport Aviation Jetty. The Company is also responsible for navigation to privately owned facilities located at Moneypoint, Aughinish and Tarbert. The Port handles approximately 1000 ships per annum, with tonnages averaging 11m tonnes p.a.

### Marine Operations

The Marine Operations Department under the direction of the Harbour Master is responsible for the management of all commercial shipping movements on the Shannon Estuary.

The department is responsible for safety of navigation, integrity of the berths, basins and approaches the navigational aids architecture within the Estuary, and accuracy of water depths through regular hydrographic survey

The Department manages day to day operations, coordinating Pilotage, Towage, Berthing/Unberthing requirements, as well as arrangement of in port services of waste management, fresh water, processing of bunker supply, immobilisations and repair requests.

### Performance Measurement

SFPC is Ireland's largest bulk handling port dealing with the largest vessels entering Irish waters.

All SFPC operations and business processes are conducted under our Integrated Management System (IMS) in line with the requirements of ISO 9001:2015.

There is a committed policy of continuous improvement to enhance customer service which includes investment in modern marine equipment such as VTS, Pilot Boat, under keel clearance system and modern pilot aids.

### Emergencies

Shannon Foynes Port Company has developed, in partnership (with the support of) with the regional and Local Authorities, significant emergency response capabilities including marine, pollution and facility

## PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS

emergency plans. SFPC is a major stakeholder in SEA-PT (Shannon Estuary Anti-Pollution Team), maintaining an extensive stock of pollution response equipment, and conducting regular exercises with Emergency Services and Local Authorities.

### **Future Development**

Shannon Foynes Port Company has published a Strategic Masterplan (Vision 2041), In consultation with national, regional and local stakeholders. SFPC is committed towards continuous improvement and development of both the existing facilities and planned expansion of the services and port infrastructure.

We hope that you have a safe and pleasant visit to the Shannon Estuary. Feedback on your visit to any of the Shannon Foynes Port Facilities is welcome and encouraged and can be provided through our website <https://www.sfpc.ie/contact-us/>.

Captain Hugh Conlon

Harbour Master



# PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS

## 1.2 PORT REPORT

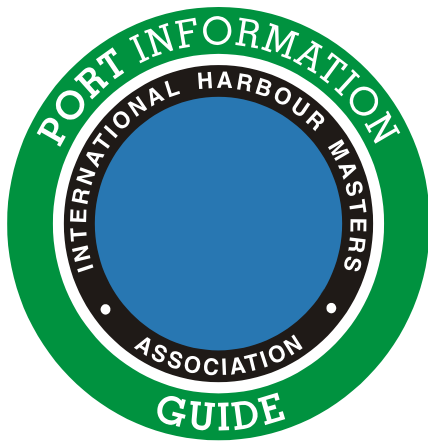
The annual report for the Port Company is available on our web-site at [www.sfpc.ie](http://www.sfpc.ie)

## 1.3 PORT PERFORMANCE

Shannon Foynes Port Company is an accredited ISO Port, currently holding both Integrated Management Systems and PERS (Port Environmental Review System) The marine operations department actively monitors performance through KPIs which include berth occupancy, delays, berth allocation and soundings. As an essential service provider for the region the continuous delivery of the highest standards of operation to all our customers and stakeholders is critical to our success. Regular engagement and review of feedback and complaint resolution ensures we continue to grow and develop.

A comprehensive library of Risk Assessments has been developed which are regularly reviewed for all port activities ensuring a safe, secure and efficient operation is delivered every time.

# **2 Contact information and regulations**



# PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS

## 2.1 GENERAL

### GENERAL PORT INFORMATION

#### PORT LIMITS

The Shannon Estuary comprises 500 square kilometres of navigable water extending from Loop Head, in County Clare, and Kerry Head, in County Kerry, eastwards to the city of Limerick, a distance of 100 kilometres. The naturally occurring deep and sheltered waters of the estuary are accessible to large ocean-going vessels of varying types and sizes of up to 185,000 DWT.

Recognised internationally and nationally as one of the three core ports on the island of Ireland, SFPC's location provides for a highly accessible port with good road connectivity and rail access. The Port facilities are of national importance and this is reflected in the fact that 37% of Ireland's bulk traffic transits the Estuary every year, making SFPC the largest bulk port in the country and the second largest port based on tonnage. Within the estuary there are currently six main shipping facilities handling approximately 830 ships per year amounting to a total of 10 million DWT of shipping activity. Three of the facilities; Foynes, Limerick Docks and Shannon Airport Jetty are owned by SFPC, whereas, the other three dedicated terminals are privately owned, including the Moneypoint coal import facility, Tarbert Island for heavy fuel oil and Aughinish for bauxite imports and alumina exports

Shannon Foynes Port Company (SFPC) is the Statutory Harbour Authority and has jurisdiction and responsibility for all commercial maritime activities on the Shannon Estuary between Shannon Bridge in Limerick City and an imaginary line at the mouth of the estuary joining Loop Head in County Clare to Kerry Head in County Kerry.

SFPC has the authority to issue Byelaws pursuant to Section 42 of the Irish Harbours Act, 1996 – 2000; the current Byelaws came into effect on 10 November 2004. The Harbour Master is vested with the authority to issue 'Directions' to the masters of vessels arriving, departing, or lying within the port

The following destinations are accessible for sea going vessels from seaward:

Cappa

Moneypoint

Tarbert

Foynes

Aughinish

# PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS

Shannon Airport

Ted Russell Dock

Smaller inland craft can access Ireland's Inland Waterways through a Lock / Canal system above Limerick which gives access to the rivers Shannon and Erne

## 2.2 CONTACT INFORMATION

The Harbour Master's Office is located in the Harbour Office in Foynes.

Marine Operations is contactable during

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103. Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

## 2.3 RULES AND REGULATIONS

The rules, regulations and bye laws adopted by the port contribute to the safe, efficient and environmentally responsible handling of commercial shipping traffic in the Shannon Estuary. International, National rules and regulations including recommendations and directives of the EU, IMO Codes and Industry best practice shall be complied with by all commercial shipping operating in the Shannon Estuary under the jurisdiction of Shannon Foynes Port Company

### MAIN APPLICABLE REGULATIONS:

Harbours Acts 1996, 2000 and amendments.

SFPC Bye-Laws 2004

SFPC Pilotage Bye-Laws 1953

ISPS Code 2004



# **PART I | 2. INTRODUCTION CONTACT INFORMATION AND REGULATIONS**

S.I. No 117 of 2003 EC (Port Reception Facilities for Ship Generated Waste and Cargo Residues Regulations 2003

MARPOL Regulations 73/78

Sea Pollution Regulations

A comprehensive list of Acts, Statutory Instruments, Regulations may be viewed at the Government websites

## **2.4 EXEMPTIONS AND PERMITS**

The Shannon Estuary and Shannon Foynes Port Company is compliant with all national and international regulations and does not hold exemptions. All necessary permits and licenses are in force and up to date.

## **2.5 RECENT IMPORTANT AMENDMENTS TO LAW**

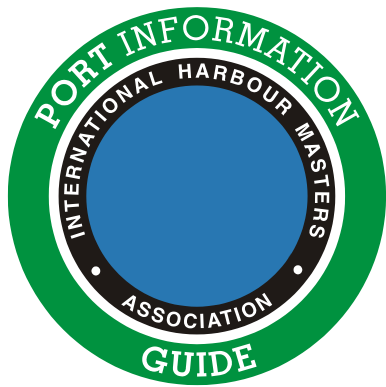
EU Directive 2000/59 - PORT RECEPTION FACILITIES FOR SHIP-GENERATED WASTE AND CARGO RESIDUES.

- EU Directive 2002/59 - COMMUNITY VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEM
- EU Directive 725/2005 - THE ISPS CODE ON SHIP AND IMMEDIATE SHIP/PORT INTERFACE SECURITY
- EU Directive 98/42 - CONCERNING THE ENFORCEMENT, IN RESPECT OF SHIPPING USING COMMUNITY PORTS AND SAILING IN THE WATERS UNDER THE JURISDICTION OF THE MEMBER STATES, OF INTERNATIONAL STANDARDS FOR

SHIP SAFETY, POLLUTION PREVENTION AND SHIPBOARD LIVING AND WORKING CONDITIONS

- EU Directive 1999/35 - A SYSTEM OF MANDATORY SURVEYS FOR THE SAFE OPERATION OF REGULAR RO-RO FERRY AND HIGH-SPEED PASSENGER CRAFT SERVICES
- Directive 98/55 /EEC - MINIMUM REQUIREMENTS FOR VESSELS BOUND FOR OR LEAVING COMMUNITY PORTS AND CARRYING DANGEROUS OR POLLUTING GOODS

# **3 Arrival and Departure Checklists**



## PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS

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### 3.1 GENERAL

All vessels arriving in Irish ports must register with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Arrival and Departure procedure as described Irish Marine Notice No. 21 of 2009 can be located <https://www.gov.ie>

### 3.2 ARRIVAL CHECKLISTS

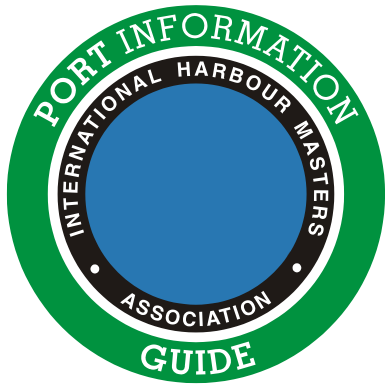
Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours from the Shannon Estuary.

Incorrect or incomplete submission of pre-arrival requirements will result in unnecessary delays to the ship.

### 3.3 DEPARTURE CHECKLISTS

Departure information is completed by ships agent on [www.safeseas.ie](http://www.safeseas.ie). The Marine Operations Department must be informed of intended sailing in sufficient time so that arrangements may be made to deploy pilots, tugs and linesmen as required.

# 4 Notification



## PART II | 4. NOTIFICATION

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### 4.1 GENERAL

#### NOTE:

Immigration and Port Health functions are normally undertaken by Customs Officers under inter agency licensing agreements.

#### PRIOR TO ARRIVAL

The following documents, duly completed and signed by the Master, must be available on board at all times regardless whether they have been transmitted to the Ship's Agent prior to arrival.

- Clearance from last port (IMO FAL Form 1)
- Cargo statements i.e. bills of lading, manifest of cargo.
- Crew's effects declaration (IMO FAL Form No 4)
- Vessel's Stores Declaration (IMO FAL Form No 3)
- Crew List (IMO FAL Form No 5)
- Passenger List (IMO FAL Form No 6)
- Maritime Declaration of Health

Bonded goods, which are not to be cleared, and in excess of the personal allowances noted below, must be stored in one location which is capable of being sealed by Customs.

Masters should ensure that such seals are not broken other than by a Customs Officer on a subsequent visit.

### 4.2 HEALTH

If any of the Health Questions on the Declaration of Health has been answered by "YES" or in case of any other quarantine problems the Port Health Officer at the Heath Services Executive (Phone: +353 (0)61 326677 Fax: +353 (0)61 316870) and the ships agent must immediately be informed.



## PART II | 4. NOTIFICATION

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### 4.3 IMMIGRATION

When crew changes are to be undertaken during the vessel's stay in any of the Shannon Estuary Facilities the Ship's Agent must be advised so that Customs are informed.

Master Must declare the presence of any known stowaways on board. Declarations shall be submitted during reporting to [www.safeseas.ie](http://www.safeseas.ie) and to the nominated Ships prior to the vessel's arrival

### 4.4 CUSTOMS

#### WHILE IN PORT

An Arriving vessel to Irish territorial waters (12 nautical miles zone) which has not been cleared by Customs the vessels master must NOT permit:

- any person to board the vessel
- any crew member, passenger or stowaway to disembark
- load or discharge of any cargo or stores
- contact with any other craft

The following are exempt from these requirements:

Harbour Master's representatives, licensed Pilots, Government Agency Officials, Customs Officers, Agents with special permits, Tug personnel employed in assisting the vessel.

A daily personal allowance of bonded stores is permitted during the vessels port stay. Vessel Masters are encouraged to clarify the allowances with the nominated agent prior to arrival. Failure to comply with the daily personal allowance of bonded stores may result in delays.

#### PRIOR TO DEPARTURE

The master must obtain clearance outward certificate (IMO FAL Form 1) from customs prior to departure.

It is strictly forbidden to break any Customs seals, until outside Irish territorial waters, and particularly if the vessel is proceeding to a second or subsequent Irish port before entering a foreign port.

## PART II | 4. NOTIFICATION

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### 4.5 ETA

**Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours from the Shannon Estuary.**

**Incorrect or incomplete submission of pre- arrival requirements will result in unnecessary delays to the ship.**

Inbound pilots must be booked a minimum of 6 hours before planned embarkation. Request for pilots less than 6 hours in advance shall incur a late booking fee.

Where due to an emergency on board the ship, and the required minimum notice is not possible notice of ETA must be given as soon as practically possible.

### 4.6 ETD

Agents and or Master must give the Marine Operations Department as much notice as possible with her intended sailing time. A minimum of 6 hours notice is required. Penalties shall be incurred where a pilot is requested with less than the 4 hours notice period provided.

Outbound pilots must be booked a minimum of 4 hours before planned embarkation. Request for pilots less than 4 hours in advance shall incur a late booking fee.

### 4.7 SECURITY

Limerick Ted Russel Dock, Shannon Aviation Fuel Jetty, Aughinish Terminal Foynes Port, Tarbert Marine Terminal and Moneypoint Marine Terminal are ISPS and EU Directive/765 compliant. Cappa is a non ISPS facility.

All commercial shipping shall comply with ISPS code/ EU Directive 765 when within port limits. Any vessel which is unable to comply must declare the nature of any non- compliance at [www.safeseas.ie](http://www.safeseas.ie) and advise Harbour Master and the nominated ships agent at least 24 hours prior to arrival or as soon as practicable.

Any identified breaches of security when within port limits must be reported to PSO/PFSO through Marine Operations Department.

## PART II | 4. NOTIFICATION

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### 4.8 DANGEROUS GOODS

24 hours notice of dangerous goods bound for facilities in the Shannon Estuary is required. This is completed through the SSI website and IMO information as required passed to Marine Operations through the ship's agent.

**Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours from the Shannon Estuary.**

**Incorrect or incomplete submission of pre- arrival requirements will result in unnecessary delays to the ship.**

The Marine Operations department must be advised of the intention to transfer Dangerous Goods as per IMDG, IBC by the master or nominated ships agent a minimum of 24 hours in advance of arrival.

### 4.9 WASTE

In compliance with Directive 2000/59/EC Port Reception Facilities Masters must declare intention to land shipboard waste during pre-arrival reporting to [www.safesea.ie](http://www.safesea.ie) at least 24 hours prior to arrival.

Master must advise agent of intention to land shipboard waste and shall be provided with the appropriate reporting forms for the facility vessel is bound.

Masters of vessels must note that failure to provide adequate notice to land shipboard waste may result in the facility not been able to receive shipboard waste.

All ships waste to be landed shall

- be marked with waste category
- be double bagged
- landed only to designated bins provided by the facility

The cost of port reception facilities for shipboard waste, including the treatment and disposal of the waste, shall be included in port dues from ALL vessels based on gross tonnage. These dues shall be payable whether shipboard waste is landed or not.

## PART II | 4. NOTIFICATION

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The Master of any vessel using a facility within the Shannon Estuary is obliged to report any inadequacies or non-availability of shore reception facilities to Shannon Foynes Port Company prior to departure from the port.

Waste from fishing vessels and from recreational craft authorised to carry no more than 12 passengers may be handled without prior notification, but this will be subject to availability of port staff, and permission from the Port Veterinary Officer, Department of Agriculture

### 4.10 IOPP

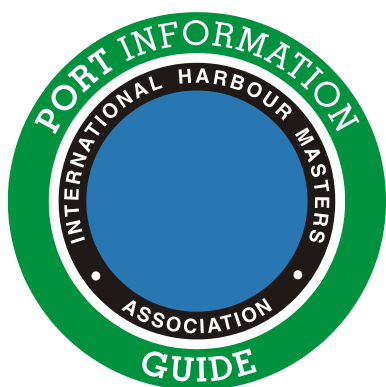
All vessels requiring an IOPP Certificate must ensure that it is valid and in date prior to arrival to Shannon Estuary. Declaration of valid IOPP Certification must be submitted during Pre arrival notification when registering on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits.

Incorrect or incomplete submission of pre-arrival requirements will result in unnecessary delays to the ship.

### 4.11 EXPLANATION OF REPORTING CODES

Not applicable.

# 5 Documentation



## PART II | 5. DOCUMENTATION

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### 5.1 GENERAL

Pre arrival notification must be registered on [www.safeseas.ie](http://www.safeseas.ie) a minimum of 24 hours prior to arrival at the port limits. An exception to this requirement is when arriving from an Irish port which is less than 24 hours from the Shannon Estuary.

Masters of all vessels calling at facilities on the Shannon Estuary must submit pre arrival documentation as specified in Section 5.2 to the nominated ships agent prior to arrival

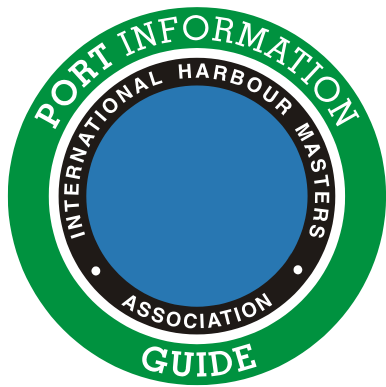
### 5.2 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

The following documents, duly completed and signed by the Master, must be available on board at all times regardless whether they have been transmitted to the Ship's Agent prior to arrival.

- Clearance from last port (IMO FAL Form 1)
- Cargo statements i.e. bills of lading, manifest of cargo.
- Crew's effects declaration (IMO FAL Form No 4)
- Vessel's Stores Declaration (IMO FAL Form No 3)
- Crew List (IMO FAL Form No 5)
- Passenger List (IMO FAL Form No 6)
- Maritime Declaration of Health



# 6 Reporting



## PART II | 6. REPORTING

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### 6.1 GENERAL

Ships masters must obtain Harbour Master permission for any activity which may impact the seaworthiness or the safe and efficient operation of the vessel or port whilst within port limits. Ref Sec 6.2

All incidents which may impact the health safety of personnel, safety of navigation or the environment whilst within port limits of the Shannon Estuary are obliged to be reported by the Ships Master to the Harbour Master at soon as practicable. Reports shall be made directly through the ship's agent and to the Marine Operations Department ref Sect 9.2 Emergency Contacts.

### 6.2 ISSUES TO BE REPORTED

Reports or requests include:

Any Injury to crew, visitor or port operative which requires treatment onboard or ashore.

Any circumstance which may impact the safe and efficient operations of the Shannon Estuary including but not limited to collision, grounding, onboard fire, structural damage, ingress of water

Any incident which has the potential or has resulted in the loss of primary containment of oil, or cargo in gaseous state to water or atmosphere

Activities which require permission from the Harbour Master before commencement

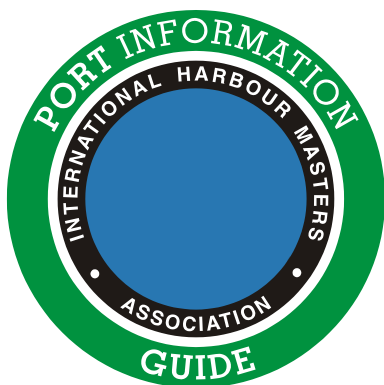
- Bunkering alongside by road tanker.
- Bunkering at anchor or alongside by barge.
- Taking stores and spare parts.
- Crew changes boarding and leaving.
- Lowering boats and rafts.
- Undergoing repairs.
- Engine immobilisation at a facility.
- Anchoring in Shannon Estuary
- Under water inspections.

## PART II | 6. REPORTING

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- Change of name / port of registration.
- Cargo fumigation.

# 7 Port Description



## PART III | 7. PORT DESCRIPTION

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### 7.1 GENERAL

The Shannon Estuary is Ireland's premier deep-water resource, routinely catering for ships up to 200,000 dwt. Shannon Foynes Port Company is responsible for the safety of all maritime activities on the estuary, which covers some 500km<sup>2</sup> of navigable water. The Company manages all pilotage, ship movements and marine safety as well as maintaining and developing port infrastructure, cargo handling equipment, landside storage and distribution facilities.

SFPC is the second largest Irish port facility, handling over 11 million tonnes of cargo annually or 23% of national port traffic. SFPC was the first port facility in Ireland and the UK to achieve ISO 9000 quality standard accreditation.

Limerick has always been a major trading centre and was granted a City Charter in 1197, some ten years before London. Economic activity on the estuary has developed over the centuries due to its strategic location and natural sheltered deep-water. The town of Foynes was a major sea-plane port in the mid-twentieth century, serving as a refuelling point for transatlantic aircraft.

The Port of Foynes was first established in 1846 and has developed using the natural sheltered deep water of the Shannon Estuary. The Port of Foynes became a refuelling point for transatlantic flying boat service which serviced routes from Europe to the US and Canada during period 1937 to 1945.

Shannon Foynes Port Company with its long heritage was established when, the merger in 2000 of the former Shannon Estuary and Foynes port companies, as part of the ports rationalisation and modernisation programme undertaken by the Irish government. SFPC is a limited company with the Irish State as sole shareholder, and has a fully independent commercial mandate. The company's strategic direction is governed by a state-appointed board of directors, and executed by a full-time professional management team.

### 7.2 DEVELOPMENTS

The Shannon Foynes port Company has developed a 30- year strategic development plan known as Vision 2041. The thirty- year plan sets out a port development strategy that is aligned with all stakeholder interests. The primary objectives, inter alia, of Vision 2041 is to promote Shannon Foynes Port Company as a key economic driver for the region and to positively influence policy at the national, regional and local level thereby enhancing the attractiveness of the Shannon Estuary for marine related industry and

## PART III | 7. PORT DESCRIPTION

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investment. The Master Plan recognises the importance of a consistent plan led or integrated approach to future port development

The most significant project under active consideration is the possible construction of an LNG reception facility at Ballylongford in County Kerry on the south shore of the Estuary.

### 7.3 PORT LOCATION

The Shannon Foynes Port Company (SFPC) is situated on the west coast of Ireland between the seaward limit of 52° 30' N 009° 57' W and the landward limit 52° 39'.5 N 008° 38' W

### 7.4 PORT LIMITS

The safety of navigation within the port limits of the Shannon Estuary is the responsibility of the Shannon Foynes Port Company (SFPC) covers the following areas:

The whole of the navigable waters of the River Shannon and its tributaries between a seaward imaginary line joining Loop Head in County Clare to Kerry Head in County Kerry to the downstream side of the Shannon Bridge in Limerick City.

### 7.5 LOAD LINES

North Atlantic Winter Seasonal Zone II.

Winter from November 1 to March 31, Summer from April 1 to October 31.

### 7.6 MAXIMUM SIZE VESSELS

The maximum sized vessel to have entered the port has been Cape Size, length 292 metres with draught of 17.5 metres, unloading at the terminal at Moneypoint. The estuary regularly accommodates Panamax vessels of up 90,000DWT bound for Aughinish Terminal located on the Estuary.

See para 7.16 "Port Accommodation and Berths" for individual terminal and berth information.

## PART III | 7. PORT DESCRIPTION

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### 7.7 TIME ZONE

Summer Time (GMT + 1 hr) is in force from 0100 hours on the last Sunday in March to 0200 hours on the last Sunday in October.

### 7.8 LOCAL HOLIDAYS

There are nine Public Holidays observed in Ireland:

January 1st

March 17th

Easter Monday

First Monday in May

First Monday in June

First Monday in August

Last Monday in October

December 25th

December 26<sup>th</sup>

During public holidays work continues uninterrupted at some continuous process facilities in the estuary

### 7.9 WORKING HOURS

- Working Hours: Pilotage operates 24/7 with the exception of Christmas and New Year's Days/Eves.
- Foynes and Limerick facilities. operates 0600-2400 daily with the exception of Christmas Day (contact individual stevedores for details of their working arrangements)
- Shannon Airport Aviation Jetty operates 24/7 except Christmas and New Year's Days.
- For other facilities, contact the respective operator



## PART III | 7. PORT DESCRIPTION

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Overtime may be arranged. A continuous shift system operates at a number of facilities, See individual facility information.

### 7.10 TRAFFIC

Current ship movements amount to some 2,000 annually. Cargo throughput is in the order of 11 M tonnes. The port handles the largest vessels trading into Ireland.

### 7.11 CARGO

The Shannon Estuary caters for all cargo types through its 7 facilities which includes:

Liquid Bulk Products including oils and chemicals

Dry Bulk products of fertilisers, animal feedstuffs, coal and materials used in the construction sector such as timber, steel and cement.

The port caters for out of gauge / heavy lift cargoes regularly importing and storing wind turbines for use in the renewable energy sector. Cruise Liners of up to 200m have called to Foynes. The Shannon Estuary deep water, picturesque transit and many tourist attractions in Limerick, Kerry and Clare proving popular with the sector

### 7.12 CHARTS AND PUBLICATIONS

BA Chart 1125 - Western Approaches – Ireland

BA Chart 1819 - Approaches to the River Shannon

BA Chart 1547 - River Shannon: Kilcredaun Point to Ardmore Point – Plan Kilrush Creek

BA Chart 1548 - River Shannon: Ardmore Point to Rinealon Point

BA Chart 1549 - River Shannon: Rinealon Point to Shannon Airport including Foynes Harbour

BA Chart 1540 - River Shannon: Shannon Airport to Limerick

NP 40 – Irish Coast Pilot

## PART III | 7. PORT DESCRIPTION

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NP 74 – Admiralty List of Lights Volume A

NP 201 – Admiralty Tide Tables Volume 1

NP 281(1) - Vol. 1 Admiralty List of Radio Stations Volume 1

NP 282 – Vol. 2 Admiralty Radio Navigational Aids Volume 2

NP 283 – Vol. 3 Admiralty Maritime Safety Information Services

NP 286(1) – Vol. 6 Part 1 Pilot Services, VTS, Port Operations

### 7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

Shipping announcements within the port are issued by the Harbour Master in Local M Notices and where considered necessary supplemented by VHF radio information broadcasts.

### 7.14 PILOT STATIONS

The Pilot station for the Shannon Estuary is located at Cappa, Kilrush, Co. Clare.

Vessels arriving at the Shannon Estuary can contact the pilot station on VHF Ch 16 & 11

Pilotage is compulsory for all vessels over 50GT navigating eastwards of Scattery Island. There are 4 separate pilot boarding stations each catering for differing sizes and tonnages of vessel;

- Pilot Boarding Station No.1 - Vessels with a draught of over 13m and is located to the west of the Ballybunnion Bar Racon / AIS buoy.
- Pilot Boarding Station No.2 - Vessels over 20,000 GT but less than 13m draught, is located to the south and west of the Kilstiffin buoy and is generally considered to be more sheltered for boarding.
- Pilot Boarding stations 3 and 4 lie within the estuary and are for vessels under 20,000GT and 5000GT, respectively.

## PART III | 7. PORT DESCRIPTION

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### 7.15 PORT INFRASTRUCTURE

The Shannon Estuary has seven facilities to accommodate all types and sizes of vessel. In addition, there are sixteen designated anchorages in the lower Estuary.

From seaward to Scattery Island the navigational channel is marked by lighthouses, leading lights and light buoys with a racon on Ballybunion Bar Buoy. These are owned and maintained by the Commissioners of Irish lights.

All navigational aids east of Scattery Island marking the channel to Limerick and all other facilities at Moneypoint, Tarbert, Foynes, Aughinish and Shannon Airport are owned and maintained by Shannon Foynes Port Company. Navigational aids include Lighthouses, Light Beacons, Leading Lights and Light Buoys.

A network three radar stations at Loop Head, Kilcredaun Head and Tarbert Point, and AIS to observe, record and replay traffic movements in the estuary capable of being monitored from both the Pilot Station at Cappa and Marine Operations, Foynes.

Where necessary, pilots can provide verbal assistance to inward and outward-bound ships as required using radar and VHF.

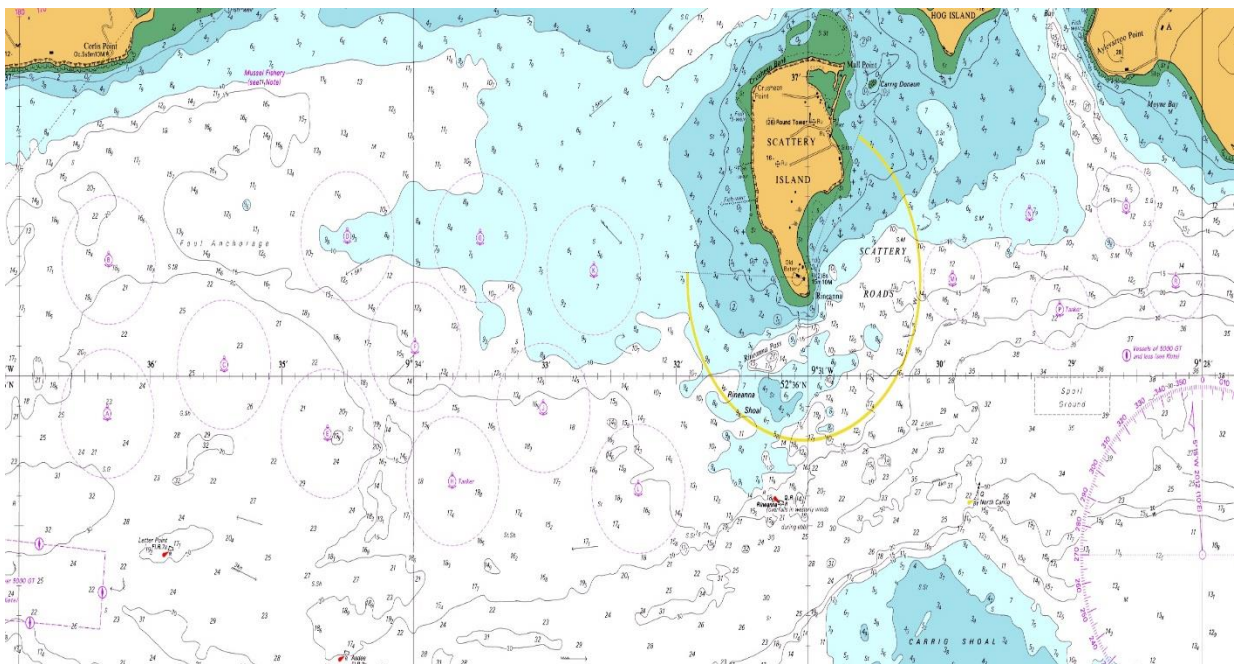
Meteorological, hydrological and tidal conditions are monitored at various locations throughout the Estuary and an ocean swell monitoring data buoy is located in the approaches to the Shannon Estuary which can be monitored from the Harbour Masters Office.

## PART III | 7. PORT DESCRIPTION

### 7.16 PORT ACCOMMODATION AND BERTHS

#### ANCHORAGES (SEE BA CHART NO. 1547)

There are 16 designated anchorages in the lower estuary to cater for different size ships.



#### ANCHORAGES: A, B, C, D, E, F, G, H, J, K AND L.

With depths from 11 to 32 metres anchorages identified as A, C, E are suitable for vessels up to 17.4 metres draught.

Anchorages identified as B, H and L are suitable for vessels from 16.5 to 14.5m draught with anchorage F up to 11m draught. Anchorage H has been designated for Tankers.

Anchorages D, G, J and K are for smaller vessels.

## PART III | 7. PORT DESCRIPTION

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### ANCHORAGES M,N,O, P, Q, AND R.

Suitable for coasters, with anchorage P designated for tankers.

Note:

Due to tidal conditions Masters are cautioned of the necessity to maintain a vigilant anchor watch by all means available at all times.

Special attention must also be paid to local weather forecasts transmitted by Valentia Radio / Shannon Coastguard.

Vessels Engines must be maintained in a state of readiness and immobilization is prohibited whilst at anchor unless approved by the Harbour Master.

### BERTH FACILITIES ARE AS FOLLOWS:

#### CAPPA

Length of Quay	150m
Max length of vessel	85m
Max draught of vessel	4.5m
Max beam	12.0m

#### MONEYPPOINT

Length of Jetty	380M
Max length of vessel	300M
Max draught at berth	20M +
Max draught for channel from sea to berth	16.3 + tide
Max Beam	43M

## PART III | 7. PORT DESCRIPTION

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Unloading Rate:	2 unloaders X 1500 tph
Bunker availability:	By Barge HFO + MDO, By road tanker MDO
Fresh Water:	Available
Stores:	Accessible by truck
HFO Discharge:	Pipe 1 X 10 inch, 1400 tph

### TARBERT

Length of Jetty	317M
Max length of vessel	250M
Max draught at berth	14.0 M
Max draught for channel from sea to berth	16.3 + tide
Max Beam	NA
Unloading Rate	1,500 tph
Bunker availability:	By barge
Fresh Water:	Available
Stores:	No access for trucks
HFO Discharge:	2 X 10 inch feeding 1 X 20 inch; rate 1500 tph

### FOYNES

Length of Jetties:	West 271M; East 295M; Tanker 91 M
Max length of vessel	200 M (circumstances may allow greater)
Max draught at berth	10.5 M
Max draught for channel from sea to berth	7.8 + tide

## PART III | 7. PORT DESCRIPTION

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Max Beam	32.3 m (Daylight only at this beam)
Unloading Rate:	Dependant on crane/cargo type
Bunker availability:	By truck
Fresh Water:	Yes
Stores:	Yes – no truck access to tanker jetty
Oil Discharge:	All pipes (oil & chemical) are 6 inch; 200 tph
Cargo Gear	
Cranes :	3 X 64 tonne, 1 X 35 tonne.
Forklifts:	Yes
Hoppers:	4 general purpose.

### AUGHINISH

Length of Jetty:	Outer 285 M Inner 120 M
Max length of vessel:	Outer 235 M Inner 180 M
Max draught at berth:	Outside 12.5 M inside 11.0 M
Max draught for channel from sea to berth:	13M + tide
Max Beam:	Outer 32.2 M Inner 30 M
Unloading Rate	Bauxite: 1000 tph
Loading Rate	Alumina: 600 tph
Bunker availability:	By barge & truck
Fresh Water:	Yes
Stores:	Yes
HFO Discharge	



## PART III | 7. PORT DESCRIPTION

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HFO Pipe - 1X12 inch,	rate 800/1000 tph
Caustic Pipe - 1X 10 inch,	rate 500 tph
Sulphuric Acid Pipe- 1X 6 inch,	rate 200 tph

### SHANNON AVIATION JETTY

Length of Jetty	130 M
Max length of vessel	115 M
Max draught at berth	7.0 M
Max draught for channel from sea to berth	4.0 M + tide
Max Beam	NA
Unloading Rate	450 tph
Bunker availability:	No
Fresh Water:	Yes
Stores:	Yes but No Truck access
Discharge	
Pipe:	one 8-inch hardarm; 400 tph

### TED RUSSELL DOCK

Total Quay length:	914M
Max length of vessel:	152 M
Max draught at berth:	Tide dependent.  (No. 11 Berth at Limerick is outside the tidal gates and nominated as a NAABSA berth)

## PART III | 7. PORT DESCRIPTION

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Max draught for channel from sea to berth:	1.2 M + tide – 0.5M
Max Beam:	19M
Unloading Rate (Grab)	Commodity dependent
Bunker availability:	By road tanker only
Fresh Water:	Yes
Stores:	Yes
Cargo Gear	
Cranes :	Crawler Cranes X 2, 1 X 30 tonne, 1 X 12 tonne
Forklifts:	Yes
Hoppers:	Yes

### 7.17 WEATHER AND TIDAL INFORMATION

Tide Tables are published annually by the Harbour Master and are available either on Company website or for purchase through The Marine Operations department. All times are local time.

Tidal Heights are given in metres to one decimal place above tidal datum which is 0.3metres below Ordnance Datum Poolbeg.

Limerick Dock tidal heights are given in metres to one decimal place above zero on the Limerick Dock Gauge which is 1.67m below Ordnance Datum Poolbeg.

Tides in the Shannon Estuary are influenced by the prevailing weather conditions. In South to West winds an increase in the tidal height whilst a decrease in the tidal height when North to East winds are experienced.

Tide tables predictions for the River Shannon (Tarbert Island and Foynes) have been supplied by the United Hydrographic Office, Tide tables for Limerick have been compiled by Marine Operations Department, Shannon Foynes Port Company.

Approximate tidal times for the following locations can be ascertained by applying the corresponding correction to Tarbert Island

## PART III | 7. PORT DESCRIPTION

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+ 40 min Shannon Airport

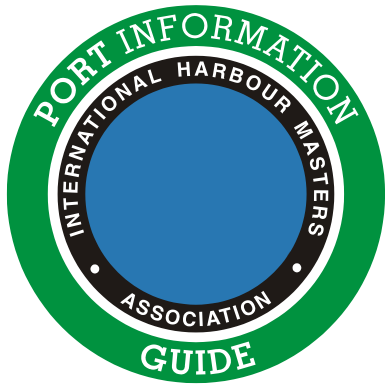
+ 30 min Aughinish Island

- 10 min Moneypoint

- 15 min Cappa Pier

Weather conditions are available on company website [www.sfpc.ie](http://www.sfpc.ie)

# 8 Port Navigation



## PART III | 8. PORT NAVIGATION

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### 8.1 GENERAL

Draught figures are related to a draught in density of 1.025 T/m<sup>3</sup> unless stated otherwise.

#### APPROACHES TO THE ESTUARY:

All vessels up to 13.0 metres draught can enter the estuary at all states of tide in favourable sea and weather conditions. All vessels shall comply with instructions from the pilot station relating to embarkation of pilot and where required positions to anchor.

Vessels in excess of 13.0 metres draught require an Under- keel Clearance of draught + 10% to cross the Kilclogher Bar AND only when authorised to do so by the Marine Operations Department.

The following pilot embarkation positions relate to the following size of ship:

From seaward

1. No.1 PBS      Vessels in excess of 13.0 metres draught: 2 miles West of Ballybunion Racon Buoy
2. No.2 PBS      Vessels greater than 20,000 GT: 52° 33'.40 N   009° 43'.70 W\*
3. No.3 PBS      Vessels greater than 5,000 GT: 52° 35'.40 N   009° 38'.00 W
4. No.4 PBS      Vessels less than 5,000 GT: 53° 36'.34 N   009° 28'.71 W

Where inclement weather conditions are being experienced which preclude the safe embarkation of Pilots at No. 2 PBS the Master may remain outside port limits until conditions improve.

Alternatively, the vessel may, with the authorisation of the Harbour Master, be guided to the more sheltered No.3 PBS remotely by a duty Pilot using VTMIS and VHF where a safer embarkation of a pilot can be achieved.

It should be noted that vessels in excess of 13.0 metres draught shall be considered to be constrained by their draught when navigating the deep- water channel defined by the Corlis Point leading lights.

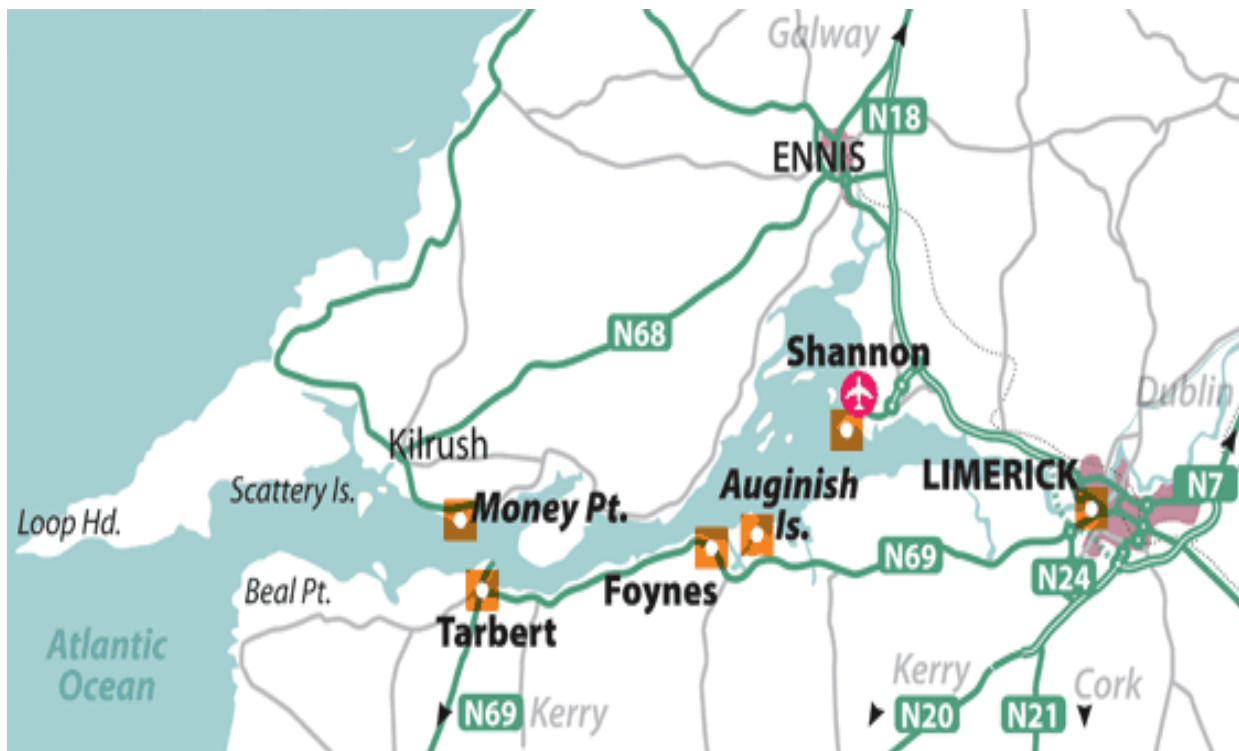
All other traffic in the immediate vicinity must comply with their obligation to keep clear of vessels constrained by their draught as prescribed in the International Regulations for the Prevention of Collisions at Sea

## PART III | 8. PORT NAVIGATION

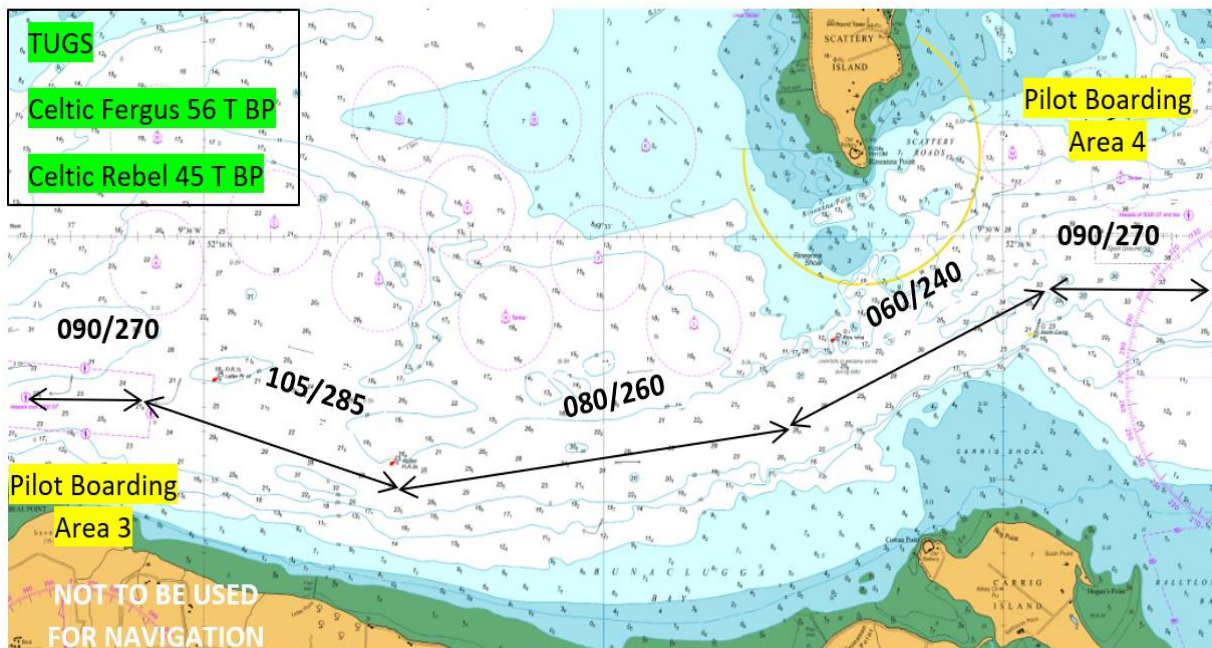
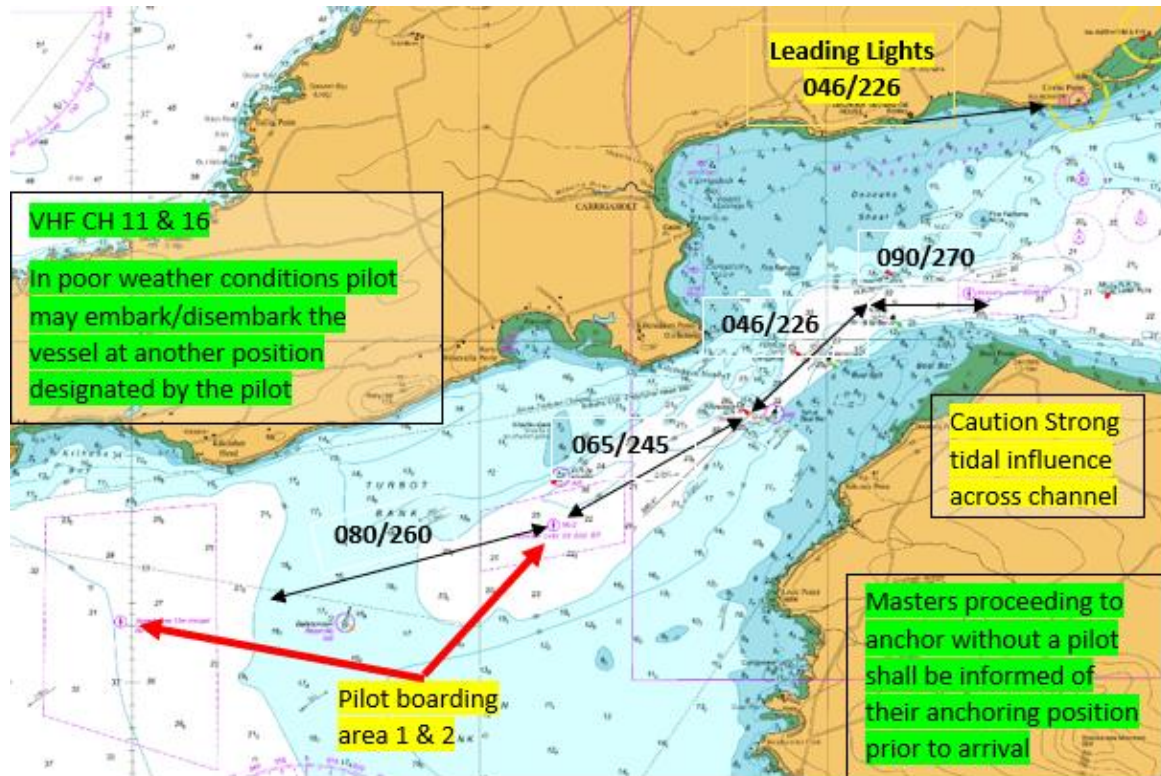
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### 8.2 PASSAGE PLANNING

The following Passage Plan has been developed by Marine Operations Department in consultation with Licensed Shannon Estuary Pilots.

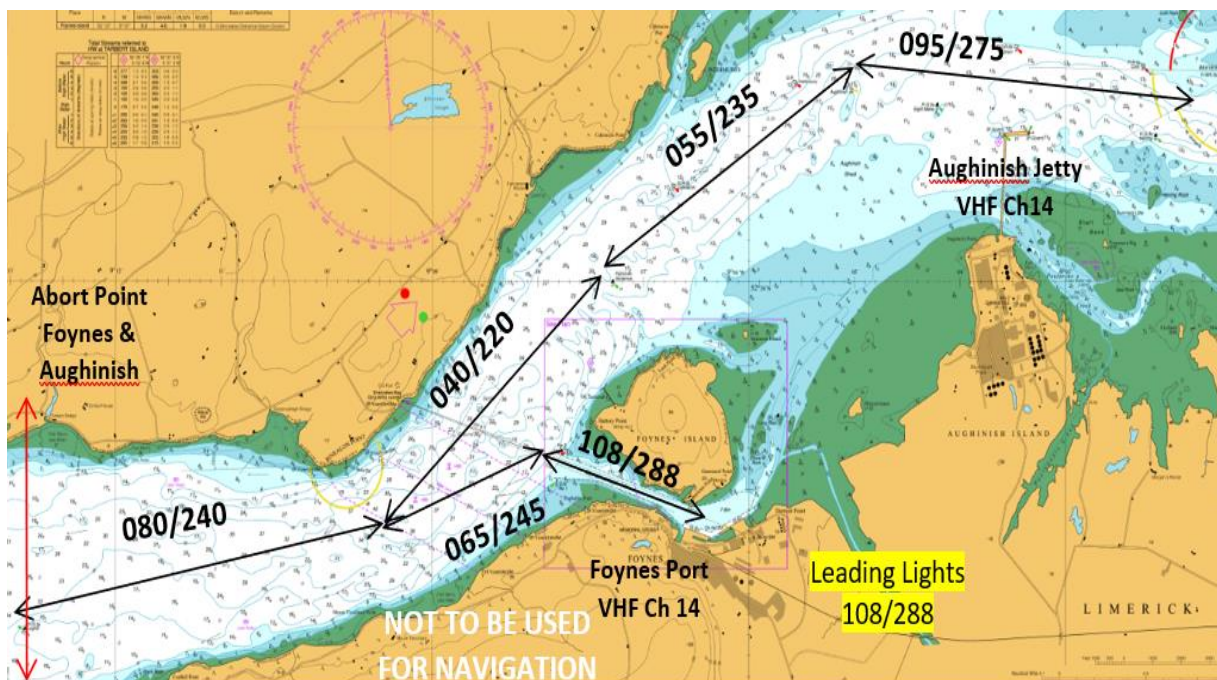
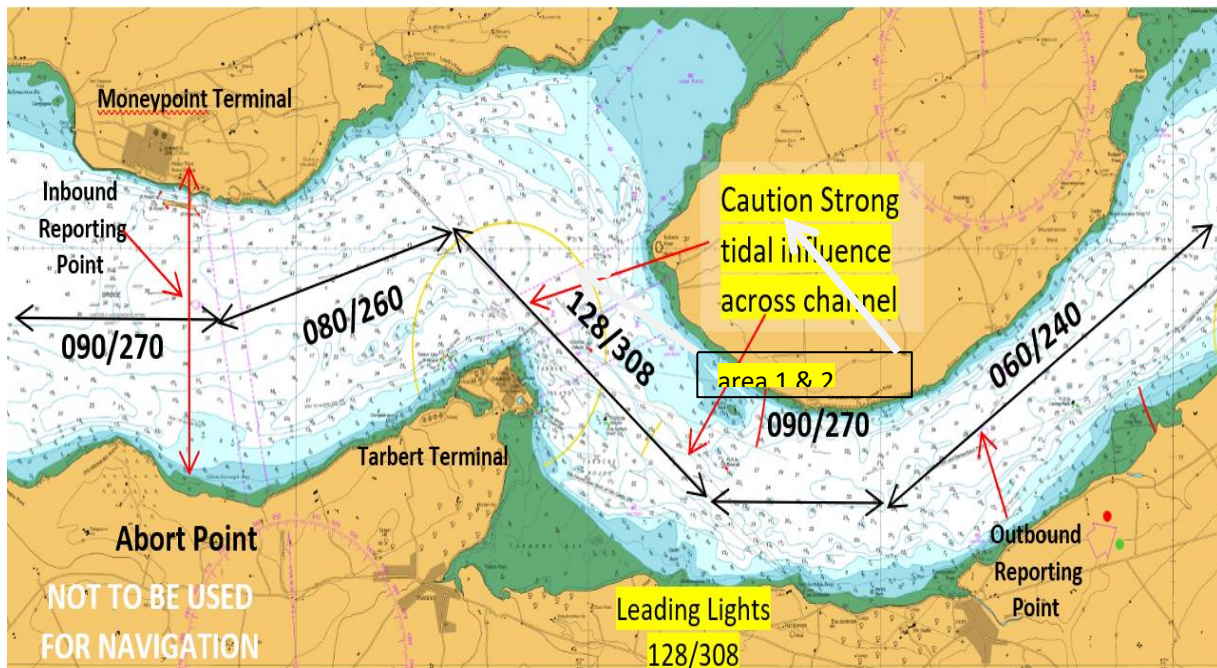


## PART III | 8. PORT NAVIGATION



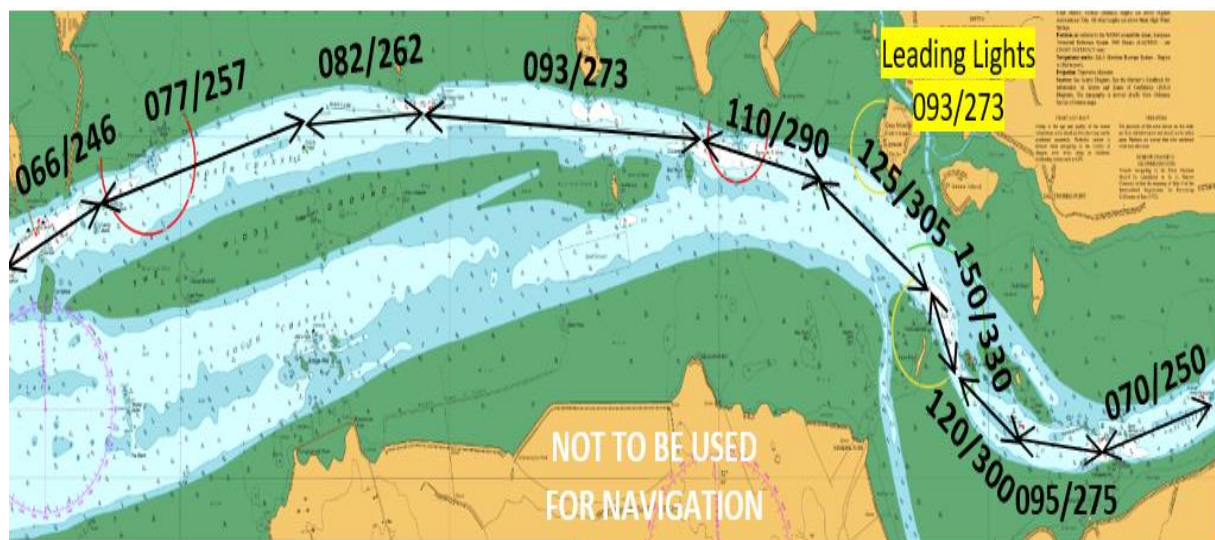
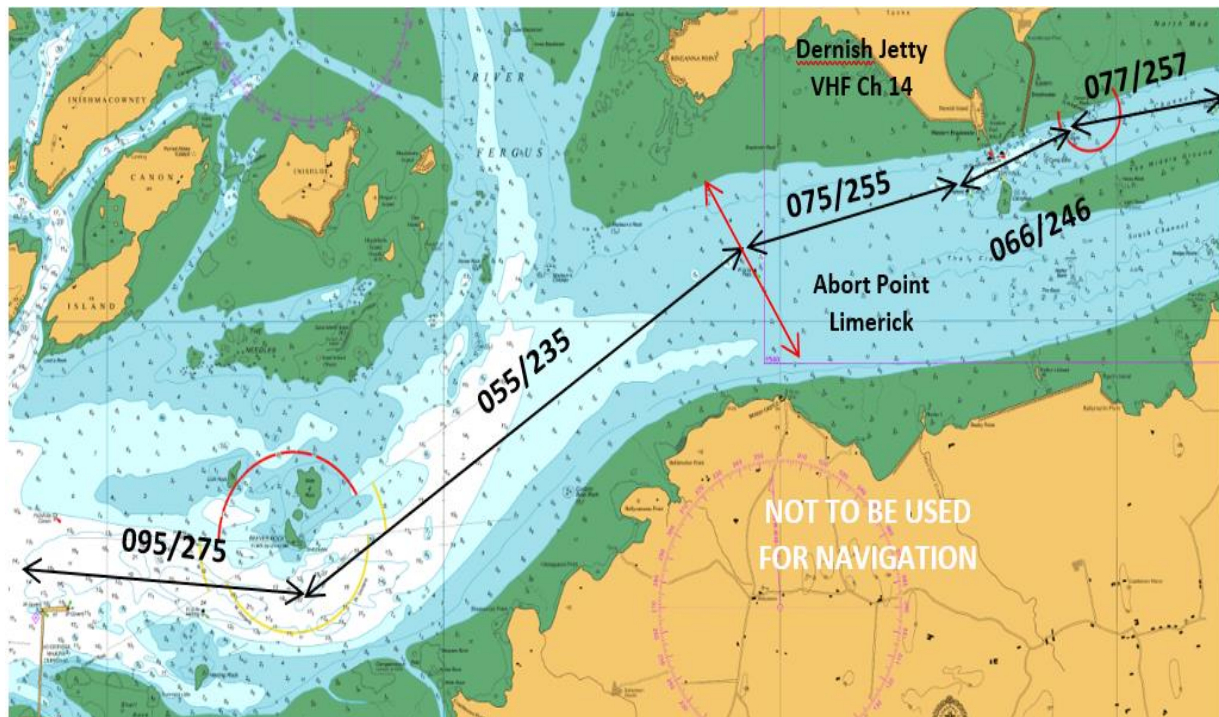


## PART III | 8. PORT NAVIGATION

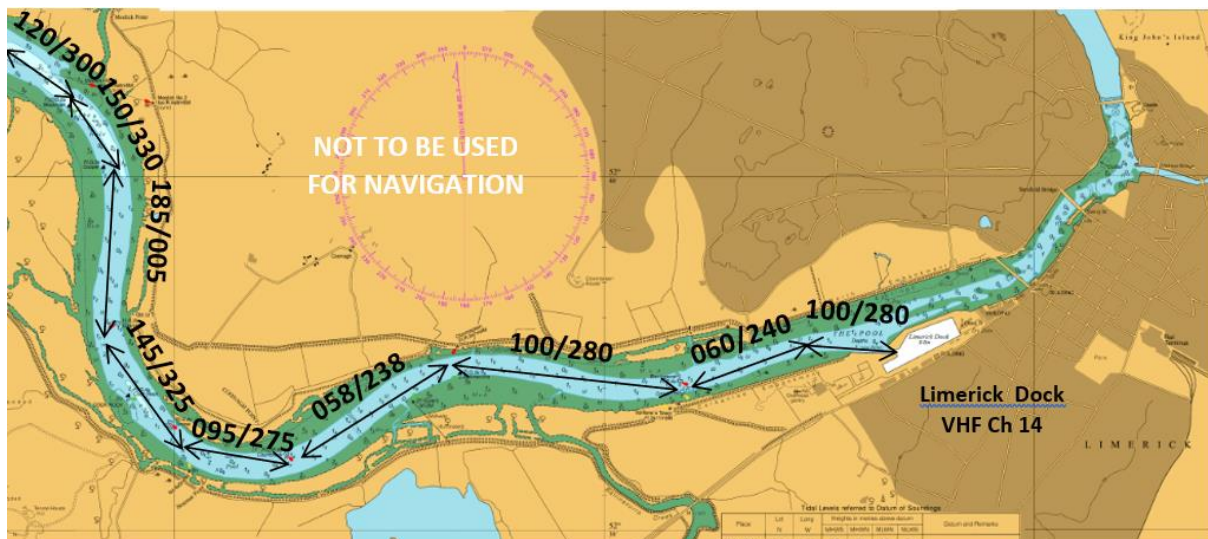
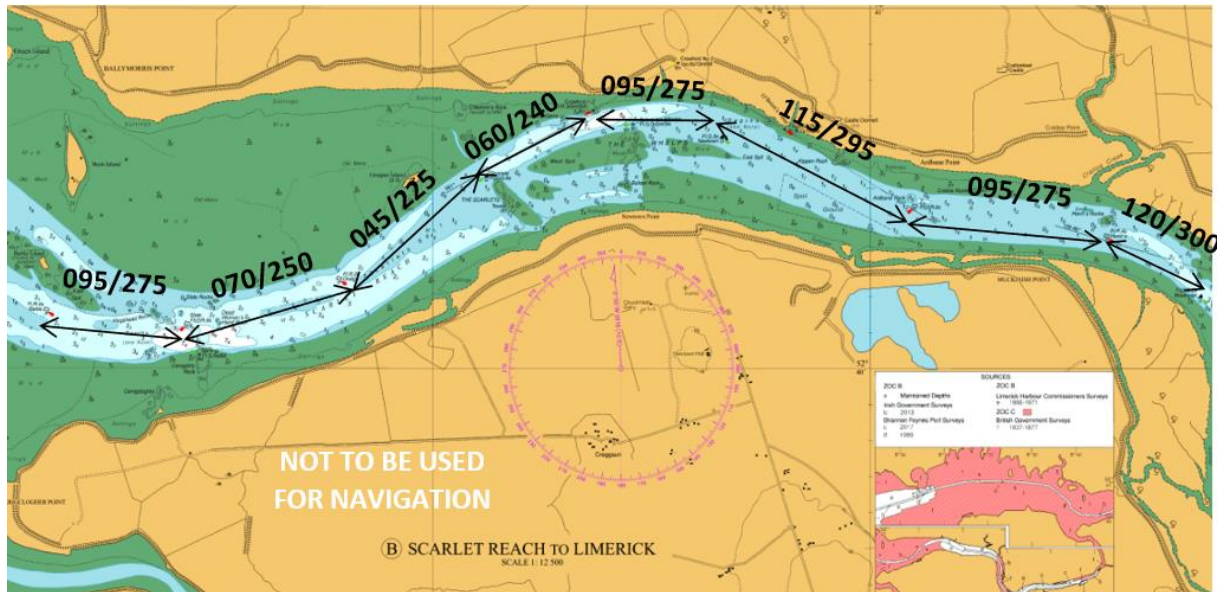




## PART III | 8. PORT NAVIGATION



## PART III | 8. PORT NAVIGATION



Masters are reminded that they are responsible for the safe navigation of their vessels at all times<sup>1</sup>. Vessel masters must produce a passage plan and on up to date charts and all relevant nautical publications which meet industry standards when navigating in the approaches to and within the port limits of the Shannon Estuary.

## PART III | 8. PORT NAVIGATION

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Masters would be aware that the courses to be steered and made good, and the helm/engine orders will vary due to a number of factors including, but not limited to:

- Prevailing weather
- variations in channel depth
- variations in water density
- unexpected manoeuvres of other traffic
- any other factor beyond the knowledge or control of the pilot.

Note<sup>1</sup>

The Chartlets and passage plan published above are not intended to be used for navigational purposes. The Harbour Master /pilots take no responsibility for the accuracy of the content here in.

### 8.3 SPEED

There are no prescribed speed limits other than to proceed at a speed consistent with safety and compliant with International Rules for the Prevention of Collisions at Sea. Ships Masters shall avoid generating a damaging wake and shall reduce speed accordingly if requested to do so.

### 8.4 UKC

Port requirements where the minimum UKC shall be 10% of static draught.

### 8.5 RIGHT OF WAY

International Rules for the Prevention of Collisions at Sea shall apply.



## PART III | 8. PORT NAVIGATION

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### 8.6 SPACING OF VESSELS

Safe distance between vessels shall be maintained in accordance with good seamanship practice.

### 8.7 PASSING ARRANGEMENTS

All vessel shall exercise due care and attention when overtaking a vessel or passing close to a vessel which is moored alongside a facility or at anchor when underway within the port limits of the Shannon Estuary.

The overtaking vessel shall communicate its intentions to the vessel being overtaken, and that vessel shall not hinder the overtaking vessel.

Vessels about to unberth or breakaway from a jetty shall not hinder the passage of passing traffic.

No overtaking or passing is permitted in narrow channels. The Master of any vessel navigating between Beagh Castle and Limerick shall not overtake, or attempt to overtake another vessel proceeding in the same direction, or follow too closely in the wake of such other vessel, but if in the opinion of the Master there exists a danger to either his own or another vessel he shall be at liberty to navigate his vessel in such a manner as to obviate such risk or danger

### 8.8 RESTRICTIONS

Vessel masters bound for facilities on the Shannon Estuary must familiarise themselves with all Marine notices and Harbour Masters instructions prior to arrival. Marine Notices can be found at <https://www.gov.ie>. and Local Notice or Harbour Masters Instructions can be obtained from the ship's agent, or at [www.sfpc.ie](http://www.sfpc.ie)

### 8.9 INWARD BOUND VESSELS

All vessels approaching the Shannon Estuary shall contact the pilot Station at Cappa on VHF Channel 16/11 when within range.

All arriving vessels shall be advised of pilot boarding time and embarkation station. by the pilot station. Vessels which are draught restricted at the Ballybunion Bar shall if necessary be assigned an outer anchorage to await suitable berthing tidal conditions based on berth availability.

Vessels which are not draught restricted shall be permitted to proceed inwards to inner pilot embarkation station or to proceed to an assigned inner anchorage to await berth availability.

## PART III | 8. PORT NAVIGATION

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### 8.10 OUTWARD BOUND VESSELS

Vessels outbound transit may be restricted to the state of the tide at many of the facilities on the Shannon Estuary. Departure times from facilities shall be allocated by the Marine Operations Department and arranged by the ship's agent.

Vessels berthed at Moneypoint shall be required to retain an escort tug until vessel clear of Kilcredaune.

### 8.11 SHIFTING VESSELS

Vessels berthed at Foynes and Limerick Dock may be required to shift berths. Where required, The Marine Operations Department will arrange shifting of berth and will occur at a suitable state of tide. The necessity of embarking a Pilot during shifting operations is at the discretion of the Harbour Master.

Vessels that are required to move to another port facility shall embark a pilot and where considered necessary by the Harbour Master a tug or tugs.

### 8.12 DOCKING

The following can be taken as minimum guidelines for mooring within the estuary:

#### CAPE SIZE VESSELS 80,000 DWT- 190,000 DWT+

4 headlines

4 sternlines

2 forward breastlines

2 after breastlines

2 forward springs

2 after springs

## PART III | 8. PORT NAVIGATION

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### PANAMAX VESSELS 55,000 DWT 95,000 DWT

4 headlines

6 sternlines

2 forward breastlines

2 after breastlines

2 forward springs

2 after springs

### HANDYMAX VESSELS 35,000 DWT -55,000 DWT 150M -190M

3 headlines

3 sternlines

2 forward breastlines

2 after breastlines

2 forward springs

2 after springs

### HANDY SIZE VESSELS 14,000DWT – 35,000 DWT

2 headlines

2 sternlines

2 forward breastlines

2 after breastlines

2 forward springs

2 after springs

## PART III | 8. PORT NAVIGATION

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### COASTAL VESSELS 500 DWT – 14,000 DWT

2 headlines

2 sternlines

2 forward springs

2 after springs

Condition of mooring equipment.:

Under IMO SOLAS Convention and Classification guidelines vessels must have minimum standards of mooring arrangements and equipment.

All vessels entering the Shannon Estuary must have adequate mooring arrangements in place, including the required number of mooring lines as indicated above. Mooring lines whether synthetic or wire must be suitable and in good condition. Where wire rope arrangements are to be deployed 11m synthetic mooring tails must be fitted.

All mooring and unmooring operations are attended by a Berthing Master who may, in the interest of ship and berth safety, increase the required number and disposition of lines. This may be done in anticipation of extreme weather or tidal conditions.

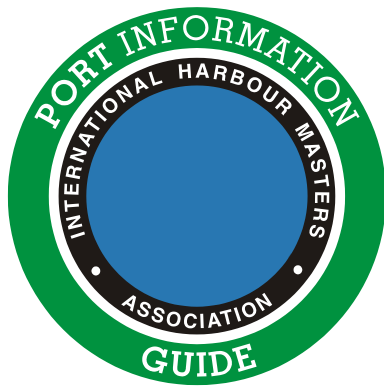
Self- tensioning winches must be disabled and brakes used when using ropes from a drum.

### 8.13 DISPLAY OF LIGHTS AND SIGNALS

All vessels shall display appropriate lights and signals as required for a vessel of her size as per International Regulations for the Prevention of Collisions at Sea.



# 9 Port Safety



## PART IV | 9. PORT SAFETY

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### 9.1 GENERAL

The Shannon Foynes Port Company (SFPC) has developed in conjunction with regional stakeholders a process, procedures and resources to respond to any emergency within its operated facilities, support 3<sup>rd</sup> party facilities incidents where possible and oil spill incidents on the Shannon Estuary. The plans describe the graduated and *Tiered* response process developed to fulfil environmental and social obligations and to provide a robust and coordinated response to any incidents. The plans take full account of requirements made within the National Framework for the Management of Major Emergencies and the National Contingency Plan for Oil Spills.

All Port users and ships crew when operating and or moving within any of the port facilities are obligated to wear PPE appropriate to the task being undertaken. As a minimum all persons shall wear helmet, safety glasses, high visibility vest, safety boots.

### 9.2 EMERGENCY CONTACTS

#### IN CASE OF EMERGENCY

To activate the Estuarial Emergency Plans or Pollution Response Plan contact:

Shannon Ports Radio Ch 16/11 or-

Shannon Pilots Radio Ch 16/11 or-

Shannon Coastguard Radio Ch 16/28

Coastguard      Call 999/112 or-

Marine Operations      Call +353 (0)69 73103 or-

Duty Harbour Master (After Hours)      Call +353 (0)87 2542266 or-

Shannon Foynes Security Office      Call +353 (0)87 6266 252 (0600-2000 only) or-

For Gardaí, Fire, Ambulance, Marine Emergency      Dial 999/112 and state which service you require.

At all times state clearly the position and nature of the emergency.

## PART IV | 9. PORT SAFETY

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### 9.3 EMERGENCY RESPONSE EQUIPMENT

The Shannon Foynes Port Company (SFPC) has developed in conjunction with regional stakeholders a process, procedures and resources to respond to oil spill incidents on the Shannon Estuary. The plans describe the graduated and *Tiered* response process developed to fulfil personnel safety, safety of the environmental and social obligations providing a robust and coordinated response to all potential incidents. The plans consider all requirements made within the National Framework for the Management of Major Emergencies and the National Contingency Plan for Oil Spills.

### 9.4 INCIDENT MANAGEMENT

In the initial stages of any incident and where deemed necessary to manage an appropriate emergency response the IMT will establish an Incident Control Room in the SFPC offices in Foynes Harbour.

It is considered that ‘prudent over reaction’ to any reported incident an ECR will be established where a scaled escalation or de-escalation when the significance of the incident is known.

The On-Scene, or Forward Control, may be established in one of the responder’s vehicles, a local site office or other appropriate building with communications established by mobile telephone and or VHF radio.

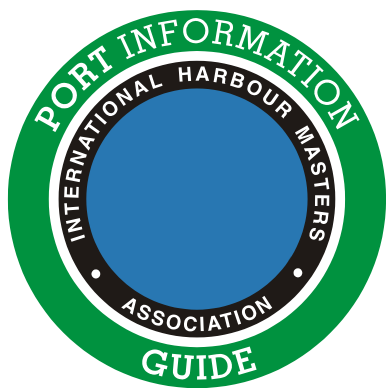
Where a multi-agency approach is adopted or Major Incident declared, the Coast Guard, in consultation with the IMT and local authorities, may decide to establish or relocate the ECR at another location or in one of the County Council Regional Co-ordination Centres

### 9.5 EMERGENCY PROCEDURES

An extensive library of emergency procedures are described in the Emergency Response Plans which are available on the Company Website at [www.sfpc.ie](http://www.sfpc.ie) .

When at a third party terminal all personnel must comply with the emergency procedures which are have been implemented by the management.

# 10 Port Security



## PART IV | 10. PORT SECURITY

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### 10.1 GENERAL

Since July 2005 the three SFPC facilities have been compliant with Regulation (EC) No 725/2004 (ISPS) and the European Communities (Port Security) Regulations 2007 (transposing Directive 2005/65/EC of the European Parliament), which together form the regulatory requirements for maritime security arrangements in Irish ports.

SFPC port facilities are restricted areas and only authorised persons with legitimate business will be permitted access. Authorised persons include SFPC employee's, port tenant employees and authorised users who shall be on submission of formal request for access be provided with appropriate permissions.

Visitors seeking access to SFPC port facilities shall submit a request to the Marine Operations Department a minimum of 24 hours prior to planned arrival. Delays and or denial of access may result where late requests for access are received.

All port facilities are monitored by CCTV and surveillance carried out by security guards.

Fishing and bathing are not permitted from within restricted areas.

Main security office situated at Foynes is manned between 0600 and 2000 daily. 0800 -1300 Saturdays and Sundays.

The Marine Security Office can be contacted at:

Tel: 353 87 6266 252

Email: [security@sfpc.ie](mailto:security@sfpc.ie)

### 10.2 PRESENT ISPS SECURITY LEVEL INFORMATION

The facilities in the Shannon Estuary are all presently operating at Level 1. Any changes to this level will be promulgated as required and ships arriving to the Shannon Estuary will be advised via their ship's agent.

### 10.3 REPORTING TO PORT FACILITIES

All vessels arriving in Irish ports must register with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to

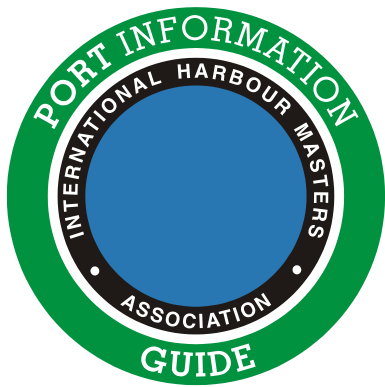
## PART IV | 10. PORT SECURITY

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incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Arrival and Departure procedure as described Irish Marine Notice No. 21 of 2009 can be located <https://www.gov.ie>

# 11 Nautical Services



## PART V | 11. NAUTICAL SERVICES

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### 11.1 GENERAL

This chapter provides information regarding the services available in the Shannon Estuary.

### 11.2 VTS

SFPC does not provide Vessel Traffic Services, it does however, generate a Vessel Traffic Management Information System (VTMIS) employing three radar stations at Loop Head, Kilcredaun Head and Tarbert Point, and AIS to observe, record and replay traffic movements in the estuary. Where necessary, pilots can provide verbal assistance to inward and outward-bound ships as required using radar and VHF.

### 11.3 PILOTAGE

The Pilotage Authority for the entire Shannon Estuary is Shannon Foynes Port Company. The detailed arrangements and management for the conduct of pilotage in the estuary are set out in the SFPC Pilotage manual. SFPC oversees the training and licensing of all 8 Shannon pilots, who are based in the pilot station located at Cappa. Pilotage is compulsory for all vessels over 50GT navigating eastwards of Scatterry Island. There are 4 separate pilot boarding stations each catering for differing sizes and tonnages of vessel;

- Pilot Boarding Station Number 1 - vessels with a draught of over 13m and is located to the west of the Ballybunnion Bar Racon / AIS buoy.
- Pilot Boarding Station Number 2 - vessels over 20,000 GT but less than 13m draught and located south and west of the Kilstiffin buoy. This PBS is generally considered to be more sheltered location to facilitate pilot embarkation.
- Pilot Boarding Stations 3 and 4 are within the estuary and are for vessels under 20,000GT and 5000GT,

The Pilot Boats, LOOP HEAD and TOLKA STAR are 13 metre GRP semi displacement craft capable of 20 knots. The hull is dark blue, and the superstructure is white with “Pilot” in large black lettering along each side of the housing.

The Pilot Station and Pilot Boat may be contacted on VHF channels 16 and 11. Vessels should send ETA’s via their agents 24 hours before arrival off the Pilot Station. The Pilot Boat will establish communications while on transit to both inbound and outbound vessels, including passing of requirements for rigging of pilot ladder.



## PART V | 11. NAUTICAL SERVICES

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The Pilot Station, at Cappa, is operated by SFPC.

Pilot Boat operations are operated by SFPC.

The Harbour Master, SFPC, is Superintendent of Pilots.

Pilotage in the Shannon Estuary is governed by the Harbour Acts 1996-2000 and SFPC Pilotage By-Laws.

Pilotage is compulsory in the approaches to and of the River Shannon from an imaginary straight line drawn from Loop Head in the County of Clare to Kerry Head in the County of Kerry to the downstream side of the Shannon Bridge in the City of Limerick and all navigable waters of tributaries connected thereto including all docks within the area.

Ships exempted from compulsory pilotage (may include:

- Ships belonging to the State
- Ships of less than fifty gross tons
- Pleasure yachts & craft
- Fishing vessels
- Ferries plying exclusively within the compulsory pilotage area
- Ships that habitually trade within the compulsory pilotage area
- Ships whose master possesses a Pilotage Exemption Certificate issued by SFPC

Notice for the engagement of a pilot must be made in ample time and is governed by bye-law.

The Marine Operations Department manages all traffic movement on the Shannon Estuary which requires pilotage. Request for pilots must be submitted

For Inbound pilots a minimum of 6 hours in advance of required time for pilot embarkation

and

For Outbound pilots a minimum of 4 hours in advance of departure and required time of pilot embarkation time

Where a pilot is ordered without the required period of notice a late order fee shall be charged.

Where the vessel is not ready to get under way within a half hour after the pilot boards a detention fee is charged.

## PART V | 11. NAUTICAL SERVICES

---

When pilotage services are suspended due to severe inclement weather and sea conditions the pilot boat shall be taken off station and moored inside the Kilrush Marina. Stakeholders shall be advised by email .

During periods of inclement weather but less severe, the pilot boat may be moored in the lock at Kilrush Creek Marina.

As the Shannon Estuary is subject to strong tidal influence Pilotage operations are limited to berthing windows at facilities

### **TARBERT**

All vessels shall berth on the flood tide, during hours of daylight only.

All vessels may sail on the flood tide at any stage of light i.e. day/night.

### **MONEYPOINT**

Capesize vessels: Berthing is daylight only at start of Ebb tide to satisfy underkeel clearance requirements to safely cross the Ballybunion Bar.

Vessels may enter the Estuary on high water at Ballybunion Bar and anchor to berth in daylight on start of flood tide, however this is subject to weather conditions and tidal strength in the Estuary. Requests to berth inside the Ballybunion bar must be approved by the Harbour Master.

Oil Tankers will berth and sail on flood tide, during daylight hours only.

### **FOYNES.**

Operations at Foynes are conducted on a 24/7 basis. Berthing/sailing times are determined on a vessel-by-vessel basis, factors including length, beam, draught, weather conditions and state of tide are considered to ensure safe and efficient movements are achieved.

Vessels of beam  $\geq 30.0\text{m}$  shall berth and unberth during daylight hours and at HW Foynes only. Exceptions may be made subject to fair weather and suitable tides conditions subject to the approval of the Harbour Master.

## PART V | 11. NAUTICAL SERVICES

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### **RUSAL Aughinish**

All berthings/unberthing on both Inner and Outer berths are conducted during the flood only.

On both Inner and Outer berths, berthing/unberthing may commence between LW Tarbert (+1hr) until HW Foynes (-1hr). However, where a changeover is occurring on either berth, sailing must commence not later than HW Foynes (- 1 ½ hrs).

During periods of negative spring tides, berthing will not commence at the Outer berth until LW Tarbert (+1 ½ hrs). Exceptions may be made subject to fair weather conditions and tide with the approval of the Harbour Master

### **SHANNON AVIATION JETTY**

Berthing shall be at HW Limerick (-80mins).

Transit time from pilot boarding area to berth is approximately two hours, with Pilot boarding time approximately HW Limerick (-3hrs 20mins).

Sailing commences at HW Limerick (-3hrs). Exceptions may be made subject to fair weather conditions and tide with the approval of the Harbour Master

### **TED RUSSELL DOCK – LIMERICK**

Ted Russel Docks is situated at the head of the Shannon Estuary in Limerick City. The facility comprises 17.8 Hectare which includes 4.5 Hectare of an enclosed wet dock. Vessels access the Dock through a single set of leafed Dock Gates. The Dock is tidal and the gates are open for the two-hour period tides preceding high water subject to spring or neap tides. Vessels enter the dock at HW Limerick (-1hr).

Transit time from Pilot boarding to berth is approx. 3 ½ hrs, with Pilot boarding not later than HW Limerick (-4 ½ hrs).

For vessels sailing, vessels in the laden condition shall sail not later than one hour before HW Limerick.

Vessels departing, when in ballast condition may sail up to HW Limerick.

## PART V | 11. NAUTICAL SERVICES

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### 11.4 TUGS

There is a fleet of three tugs of 1 x 55BP and 2 x 45 BP with fire-fighting capabilities located at Foynes Port facility. The tugs are operated by a third-party company and are licenced for all facilities located on the Shannon Estuary by the Harbour Master.

Towage requirements for vessel movements at facilities on the Shannon Estuary are prescribed by the Harbour Master. Where the Marine Operations Department determine towage is required the Ships Agent must arrange directly with the tug operator.

### 11.5 MOORING

Mooring gangs are licenced by the Harbour Master, and are arranged through the ship's agent.

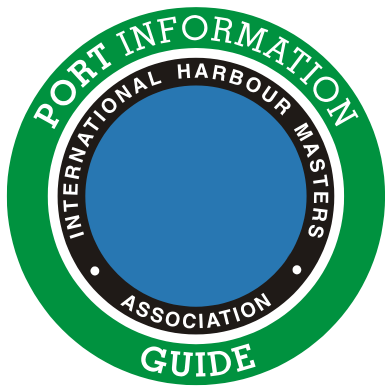
The Marine Operations Department shall deploy a berthing master for all movements at Aughinish, Tarbert and Moneypoint Facilities.

A Berthing Master shall be deployed at Foynes Port Facility for all vessels exceeding 140m LOA

### 11.6 CARGO SERVICES

Cargo Services Equipment and manning are arranged by the ship's agents through the Marine Operations Department online service Cargopro. Cargo Services requests will be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

# 12 Nautical Communication



## PART V | 12. NAUTICAL COMMUNICATION

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### 12.1 GENERAL

The Harbour Master's Office is located in the Harbour Office in Foynes

The Marine Operations Department is contactable during

Office hours (Monday – Friday, 0900 -1700)

Telephone +353-69 73103 Fax +353-69-65552

Email [marineops@sfpc.ie](mailto:marineops@sfpc.ie)

Outside of office hours (including nights, weekends, bank and public holidays) the Duty Harbour Master is contactable by mobile phone +353-87 2542266

### 12.2 VHF CHANNELS NAUTICAL COMMUNICATION

VHF Channels: 16, 11, 14.

Channel 11 is dedicated for use of the communications of the Pilot Station and vessels transiting the Shannon Estuary.

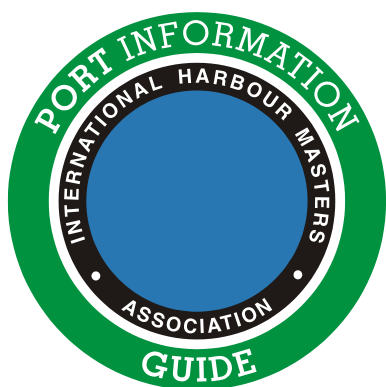
Channel 14 is dedicated for communications for berthing / unberthing operations.

Channel 16 is for emergency.

### 12.3 PILOT BOARDING INSTRUCTIONS

Pilot boarding instructions shall be communicated to all arriving vessels 'ref Sec 8.9 Inbound Vessels

# 13 Cargo Operations



## PART VI | 13. CARGO OPERATIONS

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### 13.1 GENERAL

Shannon Foynes Port Company provides its own stevedoring service at Limerick through a fully-owned subsidiary, Limerick Cargo Handling (LCH). A number of independent stevedores also provide services at Foynes. Full details for these can be found <https://www.sfpc.ie/>. In addition to stevedoring, LCH also provides a full range of logistics solutions, from inventory management and dispatch functions to onward road-haulage management and coordination.

Cargo Services Equipment and manning are arranged by the ship's agents through the Marine Operations Department online service Cargopro. Cargo Services requests will be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

All vessels loading or discharging at Foynes Port Facility or Limerick Ted Russel Dock must upload traffic management plan and cargo plan to SFPC Cargo Pro Database via the ships agent. Delays or no submission may result in cargo operations delays.

Moneypoint, Tarbert and Aughinish facilities provide cargo service and should be contacted directly by vessels.

### 13.2 LOADING/DISCHARGING PROCEDURES

Procedures differ throughout the various Facilities in the Shannon Estuary with regard to working hours. Vessel Masters are requested to engage with terminal operators directly for;

### VESSELS CARRYING DANGEROUS PRODUCTS

All vessels carrying dangerous goods in bulk must submit a declaration with [www.safeseas.ie](http://www.safeseas.ie). The purpose of this Directive is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships

Loading and discharging operations of vessels carrying dangerous products may only commence after completion of the Ship – Shore Safety Checklist or the Vessel – Vessel Safety Checklist.



## PART VI | 13. CARGO OPERATIONS

---

An up to date dangerous goods stowage plan is to be available at all times within the port limits.

When dangerous liquid bulk is being loaded or discharged to the shore simultaneous bunkering from shore or barge is forbidden.

### OBO SHIPS

OBO ships which are loaded with dry cargo shall report 24 hours before arrival in port:

1. Nature of dry cargo
2. Chemical or technical name of last liquid cargo
3. Date of discharge of last liquid cargo
4. Stowage of cargo residues of flammable liquids (also if mixed with water)
5. Description of atmosphere present above abovementioned cargo residues
6. Description of atmosphere in other cargo spaces
7. Declaration that bulk liquid cargo pipes contain no bulk liquid cargo residues.

### FUMIGATION / VENTILATION

Vessels arriving with fumigated cargoes requiring ventilation prior to discharge may only do so under the following conditions.

1. Fumigation and ventilation operations shall be permitted at a designated anchorage and subject to approval of the Harbour Master.
2. Name of fumigant and its chemical product data sheet must be supplied to the Harbour Master before fumigation / ventilation operations may commence.
3. A certificate from a Marine Chemist stating that all cargo spaces are gas free and suitable for work is required to be lodged with the Harbour Master.
4. Canisters and apparatus used in fumigating must be removed from the Port before the commencement of cargo work.
5. Express permission must be obtained from the Harbour Master before cargo work commences.

## PART VI | 13. CARGO OPERATIONS

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### GENERAL CARGO

Crane and hoppers at Foynes and Limerick must be ordered in advance by ships agents via the Marine Operations Department. Cranes and Hoppers shall be arranged at the discretion of the Marine Operations Department basis most efficient and effective use of berth utilisation and available equipment.

]The use of cranes and cargo handling equipment not owned by Shannon Foynes Port Company is subject to a licence which can be obtained from the Company on request, together with details of charges.

Crane operations are available from 0600-2400 daily (including week-ends, Public Holidays (with the exception of Christmas Day)), provided booking is made in writing at least 24 hours in advance and subject to availability and any other conditions which might apply. For further information, or for booking, contact [marineops@sfdc](mailto:marineops@sfdc).

Billing will be from the requested time booked regardless of what time operations start. Failure to provide necessary support resources in line with crane availability may result in financial penalties and/or refusal of subsequent requests.

The company has available warehousing at both Foynes and Limerick, and additional facilities are provided by third parties within and adjacent to the port's precincts. The company is committed to ensuring that adequate modern warehousing capacity is available to the port's users and engages in constant review and monitoring of demand and capacity to ensure proactive development of capacity, either by direct investment or by providing leasehold land to other interested parties who wish to contribute to the overall development of the port's throughput and infrastructure.

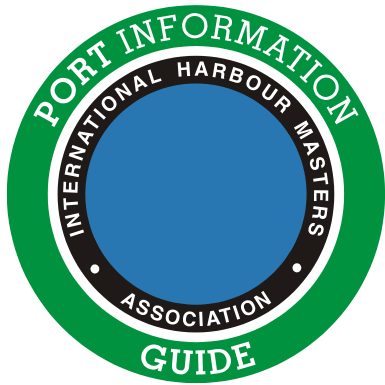
### 13.3 CLEANING PROCEDURES

Individual cases must be referred to the Harbour Master through vessels agent.

Cleaning of vessel cargo holds, tanks or void spaces by ships staff or by shore contractors within port limits is permitted with the authorisation of the Harbour Master. Any request for the cleaning of vessel cargo holds, tanks and void spaces must be submitted to the Marine Operations Department via ships agent.

All approvals must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

# 14 Vessel Operations



## PART VI | 14. VESSEL OPERATIONS

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### 14.1 GENERAL

This section contains details on rules and regulations pertaining to ship operations within the Shannon Estuary.

### 14.2 RIGGING OF PILOT LADDERS

All vessels requiring pilotage will ensure that they comply with applicable International (SOLAS V/23) and National (S.I. 55/1993) carriage requirements for pilot ladders, and will ensure they are in good condition and correctly rigged in accordance with any instructions passed by the Shannon Estuary pilot station.

Failure to comply may result in the failure of the Pilot to board the vessel.

Any incidents involving pilot ladders shall be reported to Marine Operations Department for investigation and onward transmission to the appropriate Port State Control authorities.

### 14.3 LOWERING LIFEBOATS AND MAINTENANCE RAFTS

It is recognised that lifeboats are required to be lowered/launched to fulfil SOLAS lifesaving equipment drill and maintenance requirements.

Masters, through their Agent, shall request authorisation from the Harbour Master to lower/launch lifeboats/rafts.

Where approval to lower a lifeboat or raft has been provided by the Harbour master, ships masters must advise upon commencement and completion of the operation.

### 14.4 MAINTENANCE AND REPAIR

Vessels shall not immobilise or undergo repairs without the authorisation of the Harbour Master

All requests for vessel immobilisation, maintenance or repair within the Port Limits of the Shannon Estuary which may impact the seaworthiness of the vessel and / or the safety or efficiency of cargo operations must obtain authorisation from the Harbour Master.

Request shall be submitted to the Marine Operations Department via the ship's agent using Form F 102.

## PART VI | 14. VESSEL OPERATIONS

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All requests shall be submitted a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or delay.

### 14.5 UNDERWATER INSPECTION/ CLEANING UNDERWATER INSPECTION, REPAIRS OR MAINTENANCE

Any underwater inspection, repair or maintenance of a vessel within the Port Limits of the Shannon Estuary must obtain authorisation from the Harbour Master.

Vessel masters must note that strong tidal currents exist in the Shannon Estuary and that visibility is restricted due to the turbidity of the water.

Where planned underwater inspection, repair or maintenance is alongside permission from the port facility must first be obtained prior to any approval request being submitted to the Harbour Master.

All requests shall be submitted a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or delay.

All diving operations must comply with International, National regulations and industry best practice Regulations 1981 S.I. 422/ 1981 Safety in Industry (Diving Operations) Regulations, 1981

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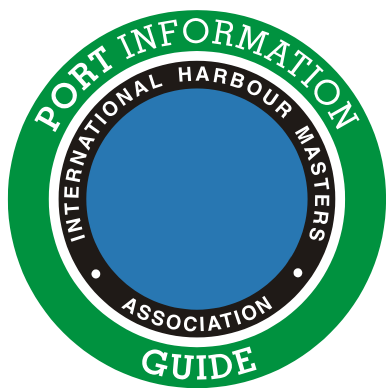
### 14.6 SAFE ACCESS/EGRESS – RIGGING OF ACCOMMODATION LADDERS AND GANGWAYS

It is the Master's responsibility to ensure that safe access/egress is available when berthed at any facility on the Shannon Estuary. Masters are required to comply with appropriate International and National legislation, including local and national M-Notices.

Masters are advised to ensure familiarity with the Rules, regulations and guidelines of the privately operated terminals to ensure compliance to safe access and security of the vessel when alongside.

Masters are reminded that the range of tides that may be experienced at berths and jetties on The Shannon Estuary can regularly exceed 5 metres. It remains the master's responsibility to maintain safe and secure access and regularly tend mooring lines whilst alongside any port facility

# 15 Port Inspections



## PART VI | 15. PORT INSPECTIONS

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### 15.1 GENERAL

This chapter describes all relevant inspections that can be expected at a Facility within the Shannon Estuary.

### 15.2 INSPECTIONS FROM PORT STATE CONTROL

Directive 2009/16/EC13 sets out the EU Port State Control system. The Directive requires Member States to ensure that foreign ships are inspected in ports by Port State Control officers for the purpose of verifying that the condition of a ship and its equipment comply with the requirements of international conventions, and that the vessel is manned and operated in compliance with applicable international law

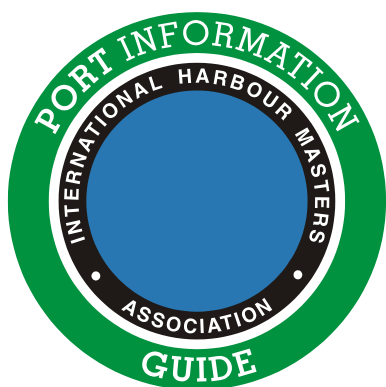
The Maritime Directorate of The Department of Transport is responsible for conducting Irish Port State Control inspections ensuring that vessels entering Irish Maritime are compliant with Directive 2009/16/EC13

### 15.3 INSPECTIONS BY THIRD PARTIES INCLUDING SURVEYS

All vessels calling to facilities on The Shannon Estuary may be subject to inspections from facility operators, The Harbour Master, Local Authorities without notice. Where possible masters shall be provided with as much notice as is practicable.

Commercial Inspections, SIRE, CDI, Rightship etc, may be conducted at port facilities on the Shannon Estuary. A minimum notice of 24 hours must be submitted to the operator of the facility and Marine Operations Department through the ship's agent.

# 16 Port Services





## PART VII | 16. PORT SERVICES

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### 16.1 GENERAL

This chapter describes the services available within the Shannon estuary.

### 16.2 FUEL AND LUBRICATION OIL

Fuel and lubrication Oils may be bunkered at all facilities on the Shannon Estuary. Bunkering operations are by road tanker with the exception at Berth 3 at Foynes which does have the facility of bunkering Fuel Oil by pipeline.

Bunkering Operations are not permitted during cargo operations.

Bunkering Operations are permitted during day and night time hours.

All requests for bunkering operations must be approved by the terminal facility prior to submission to the Marine Operations Department. Request must be submitted via the ship's agent.

Approval must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

### 16.3 FRESH WATER

Fresh Water is available at all facilities and shall be arranged through ships agents.

### 16.4 STORES

Ship stores services can be arranged at all facilities on the Shannon Estuary. Requests for ships storing must be submitted via ships agent to the marine terminal and The Marine Operations Department. All approvals must be obtained a minimum of 24 hours in advance of the planned operation. Failure to submit timely requests may result in refusal or incur delays.

### 16.5 SHORE BASED ELECTRICITY

Not available.

## PART VII | 16. PORT SERVICES

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### 16.6 WASTE

All port facilities on the Shannon Estuary are compliant with Directive 2000/59/EC on port reception facilities, with the aim of substantially reducing discharges of ship-generated waste and cargo residues into the sea. A waste management plan can be accessed on the Shannon Foynes Port Company website [www.sfpc.ie](http://www.sfpc.ie) or through the vessel's agent.

Section 4.9 of this information guide outlines the notification process which describes the process for the collection of waste at each of the port facilities on The Shannon Estuary.

The handling of all ships waste and cargo residues at all port facilities on the Shannon Estuary is managed by Shannon Foynes Port Company. Waste Reception facilities are available at each port facility as detailed below.

In compliance with Directive 2000/59/EC Port Reception Facilities Masters must declare intention to land shipboard waste during pre-arrival reporting to [www.safesea.ie](http://www.safesea.ie) at least 24 hours prior to arrival.

All ICW waste must be double bagged, secured and labelled with the category of waste contained. Torn, damaged or dripping bags will not be accepted.

#### PORT RECEPTION FACILITIES

##### SHANNON

Shannon Airport			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"><li>1 by 1100 litre wheelie bin for International waste</li></ul>	As required	

There are no reception facilities for cargo waste at Shannon Airport. This is a jetty for the importation of jet fuel only and accessed via a narrow walkway.

## PART VII | 16. PORT SERVICES

### LIMERICK

Limerick			
Area	Details	Collection rota	
Containment area No.1	Collection and removal of International waste using a "Fully sealed" 30cubic roll pack Compactor suitable for 'Swill/International Catering Waste' disposal.  The compactor listed is fitted with extra clamps to provide additional sealing and complete with bin lifting gear.	As required	
Port Waste	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skips for general port waste</li> </ul>	As required	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for general waste.</li> </ul>	Weekly	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for Recyclable waste</li> </ul>	Weekly	

A compactor is located in the Containment Area is at the East End of the port for the collection of ship's International Waste, banded and clearly marked. SFPC Operators will collect ships waste using 1100ltr bins left at vessel at nominated times and remove to the compactor. Bins will be stored at compactor when not in use.

Where vessels require to land quantities of waste and cargo residues above the capabilities itemised as per table 2 requests for additional services to remove larger quantities of waste, waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

## PART VII | 16. PORT SERVICES

### AUGHINISH

Aughinish			
Area	Details	Collection rota	
Containment area	<p>Collection and removal of International waste using a “Fully sealed” 30cubic roll pack Compactor suitable for ‘Swill/International Catering Waste’ disposal.</p> <p>The compactor listed would be fitted with extra clamps to provide additional sealing and complete with bin lifting gear.</p>	As required	

There is one waste reception station ship's waste located on the Eastern end of the jetty. The area is bunded and clearly marked. The compactor will be powered and available for ship's crew to dispose of International catering waste.

This is for ship's use only and not for general port refuse.

Where if required by ships removal of larger quantities of waste, cargo waste and waste oil such as engine room bilges, can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

### MONEYPPOINT

Moneypoint			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skip for all International waste</li> </ul>	Deliver and collect on request	

## PART VII | 16. PORT SERVICES

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There is one waste reception station dedicated for ship landed waste which is located midway along the jetty. Access is limited at the jetty for receipt of landed ships waste and therefore arrangements are made so that ships waste must be landed directly to a skip which shall be delivered at a pre agreed time. On completion of transfer of the ships landed waste to the skip shall be immediately removed. Ships masters shall request and arrange time for the landing of ships waste through the ship's agent.

Where the vessel fails to landed or delays to the landing of ships waste occur additional penalties may be incurred by the vessel.

Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

### TARBERT

Tarbert			
Area	Details	Collection rota	
Containment area	<ul style="list-style-type: none"><li>1 by 12 cubic yard skip for all International waste</li></ul>	Deliver and collect on request	

There is one waste reception station dedicated for ship landed waste located in the car park at the head of the jetty. The area is bunded and clearly marked. Access is limited at the jetty for receipt of landed ships waste and therefore arrangements are made so that ships waste must be landed directly to a skip which shall be delivered at a pre agreed time. On completion of transfer of the ships landed waste to the skip shall be immediately removed. Ships masters shall request and arrange time for the landing of ships waste through the ship's agent. Ships masters shall request and arrange time for the landing of ships waste through the ship's agent.

Where the vessel fails to land or delays to the landing of ships waste occur additional penalties may be incurred by the vessel.

Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance.

## PART VII | 16. PORT SERVICES

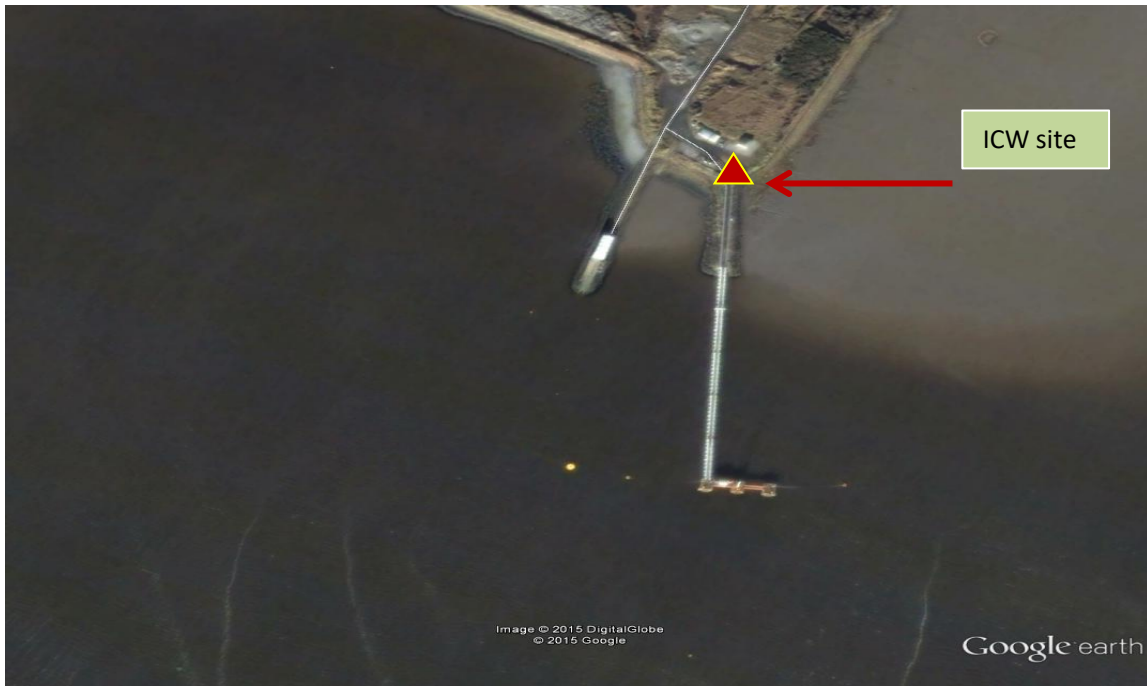
### Foynes

Foynes			
Area	Details	Collection rota	
Containment area No.1	<p>Collection and removal of International waste using a “Fully sealed” 30cubic roll pack Compactor suitable for ‘Swill/International Catering Waste’ disposal.</p> <p>The compactor listed would be fitted with extra clamps to provide additional sealing and complete with bin lifting gear.</p>	As required	
Port Waste	<ul style="list-style-type: none"> <li>1 by 12 cubic yard skips for general port waste</li> </ul>	As required	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for general waste.</li> </ul>	Weekly	
	<ul style="list-style-type: none"> <li>1 by 660 ltr bin for Recyclable waste</li> </ul>	Weekly	

A compactor is located in the Containment Area is at the Eastern Yard for the collection of ship's International Waste, banded and clearly marked. SFPC Operators will collect ships waste using 1100ltr bins left at vessel at nominated times and remove to the compactor. Bins will be stored at compactor when not in use.

Where if required by ships removal of larger quantities of ships waste, cargo waste & waste oil such as engine room bilges can be arranged through the ship's agents. Prior notice / request for large additional reception facilities should be submitted a minimum of 24 hours in advance

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### FEES FOR THE USE OF THE FACILITIES

The cost of port reception facilities for shipboard general waste, including the treatment and disposal of the waste, shall be collected through port dues from all ships calling at facilities to the Shannon Estuary. Hazardous waste will be organised and charged separately directly to ship via ships agent. There will be no port administration charge on this waste.

Indirect Fees will be fair, transparent, non -discriminatory and reflect the costs of the facilities and services made available, and, where used, the amount of the fees and the basis on which they have been calculated shall be agreed with all users. They will cover at minimum 30% of the port reception facilities costs. In calculating the indirect fee to all vessels:

the total yearly direct operational costs covered by the indirect fee

total yearly direct operational costs for all waste delivered in the port      X 100

### 16.7 REPAIRS

Minor repairs can be arranged by the ship's agent.

### 16.8 SHIP SANITATION CONTROL CERTIFICATE

Ships masters can arrange for a Sanitation Certificate inspection to be conducted by the local Health Authority. Ship masters requiring a Ship Sanitation Control Inspection shall submit a request a minimum of 24 hours prior to arrival, however to avoid delays request should be submitted as early as practicable.

### 16.9 INSPECTIONS & SURVEYORS

Attendance of Classification Society Surveyors, Cargo Surveyors, Commercial Inspections (SIRE, CDI, Rightship etc), may be conducted at all port facilities on the Shannon Estuary.

Attendance of inspectors and surveyors must be arranged through the ship's agent where a minimum notice of 24 hours must be submitted to the operator of the facility and Marine Operations Department.

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### 16.10 SHIPPING AGENTS

#### A. Mullock & Sons.

Limerick Office: The Shipping Office, Dock Road, Limerick.

E-mail: [agency@mullock.iol.ie](mailto:agency@mullock.iol.ie)

Foynes Office: Mullock & Sons, Herriot House, The Harbour, Foynes, Co. Limerick.

E-mail: [agency@mullocks.ie](mailto:agency@mullocks.ie)

#### B. Argosea Services.

Limerick Office: Argosea Services, 25 William St., Limerick.

E-mail: [limerick@argosea.ie](mailto:limerick@argosea.ie)

Foynes Office: Argosea Services, The Pier, Foynes, Co. Limerick.

E-mail: [foynes@argosea.ie](mailto:foynes@argosea.ie)

#### C. Doyle Shipping Group.

Foynes Office: Burke Shipping Group, The Pier, Foynes, Co. Limerick.

E-mail: [foynes@dsg.ie](mailto:foynes@dsg.ie)

#### D. James Scott & Co. (Shannon) Ltd.

Limerick Office: James Scott & Co. (Shannon) Ltd, c/o/ Grasslands Agro, Dock Road, Limerick.

E-mail: [scottshannon@mainport.ie](mailto:scottshannon@mainport.ie)

#### E. Hamilton Shipping (Port Services) Limited

Unit 3, Western Business Park, Ballymurtagh, Shannon, Co-Clare.

E-Mail [shannonagency@hamiltonshipping.com](mailto:shannonagency@hamiltonshipping.com)

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### 16.11 MEDICAL FACILITIES

Medical doctor and dentist are available locally at all port facilities on the Shannon Estuary. Ships masters requiring appointments locally must advise ships agents at minimum of 24 hour in advance or provide earliest possible notice when in port.

Where an emergency situation develops which requires attendance of emergency services ships masters shall refer to Sec 9.2 Emergency Contacts and Sec. 6.1

Any request for medical treatment as a result of an incident onboard whilst within port limits must be reported to ships agent and to Marine Operations Department ref Sec 9.2 Emergency Contacts and Sec 6.1 Incident Reporting

Limerick University Hospital is located 26 miles from Foynes in Limerick City.

### 16.12 MISSION TO SEAFARERS

There are no Mission to Seafarers located on the Shannon Estuary None locally.

### 16.13 TRANSPORT

Taxis and buses can be arranged through ships agent.