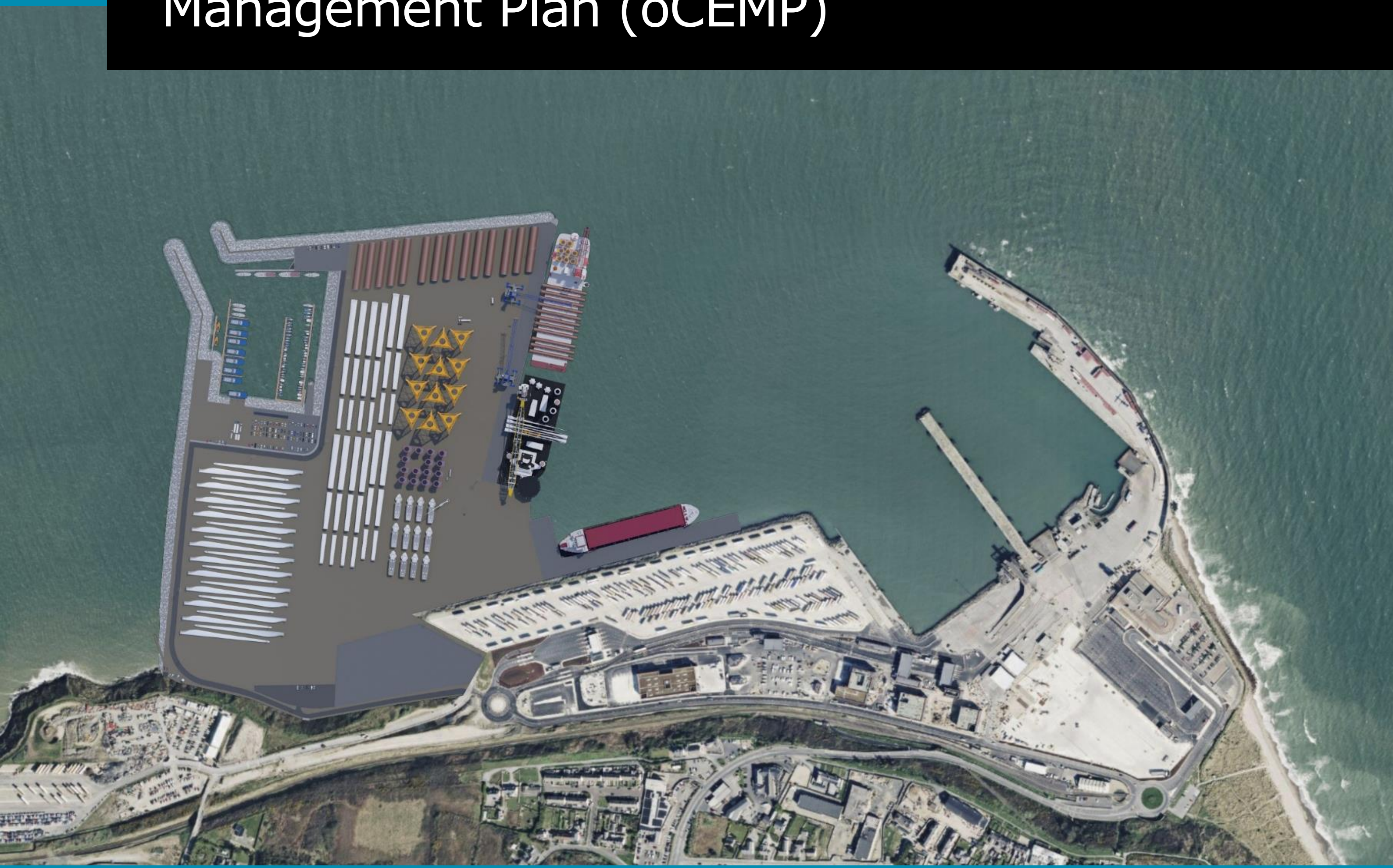
Iarnród Éireann
Irish Rail

Rosslare ORE Hub

Outline Construction Environmental Management Plan (oCEMP)



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NICHOLAS O'DWYER
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ACP	An Coimisiún Pleanála
ADD	Acoustic Deterrent Device
ALARP	As Low As Reasonably Practicable
AMP	Archaeology Management Plan
C&D	Construction and Demolition
CD	Chartered Datum
CEMP	Construction Environmental Management Plan
CLO	Community Liaison Officer
CTMP	Construction Traffic Management Plan
CWMP	Construction Waste Management Plan
DHLGH	Department of Housing Local Government and Heritage
DMP	Dredging Management Plan
ECoW	Ecological Clerk of Works
ED	Electoral Division
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
ERP	Emergency Response Plan
EU	European Union
EWC	European Waste Codes
FLO	Fisheries Liaison Officer
FMMS	Fisheries Management and Mitigation Strategy
GGBS	Ground Granulated Blast Furnace Slag
GPP	Guidance for Pollution Prevention
GPR	Ground Penetration Radar
HGV	Heavy Goods Vehicle
HVO	Hydrotreated Vegetable Oil
IAS	Invasive Alien Species
IÉ	Iarnród Éireann – Irish Rail
IEMA	Institute of Environmental Management and Assessment
IMT	Incident Management Team
IRCG	Irish Coast Guard’s
ISMP	Invasive Species Management Plan
ISPS	International Ship and Port Facility Security
LoLo	Load-on Load-off
LPS	Local Port Services
MMMP	Marine Mammal Management Plan
MMOs	Marine Mammal Observers
MSDS	Material Safety Data Sheets
MZ	Monitored Zone
NIS	Natura Impact Statement
NMOSCP	National Maritime Oil/HNS Spill Contingency Plan
NMP	Navigation Management Plan

NPWS	National Parks and Wildlife Service
NRA	National Roads Authority
NTU	Notional Turbidity Units
NVMP	Noise and Vibration Management Plan
O&M	Operations & Maintenance
oCEMP	outline Construction Environmental Management Plan
OMP	Ornithology Management Plan
OPRC	Oil Pollution Preparedness, Response and Co-operation
ORE	Offshore Renewable Energy
PIRP	Pollution Incident Response Plan
PPE	Personal Protective Equipment
PRA	Preliminary Roost Assessment
PSCS	Contractor and Project Supervisor Construction Stage
PTS	Permanent Threshold Shift
RAMS	Risk assessments and method statements
REAR	Rosslare Europort Access Road
RNLI	Royal National Lifeboat Institution
RoPAX	Roll on/roll off passenger
RoRo	Roll-on/roll-off
SAM	Static Acoustic Monitoring
SAR	Search and Rescue
SOLAS	Safety of Life at Sea
SOPEP	Shipboard Oil Pollution Emergency Plan
SOPs	Standard Operating Procedures
SSC	Suspended Sediment Concentration
TFMP	Terrestrial Fauna Management Plan
TFMP	Terrestrial Fauna Management Plan
TII	Transport Infrastructure Ireland
UÉ	Uisce Éireann
WQMP	Water Quality Management Plan
WSAs	Waste Storage Areas

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1 INTRODUCTION

This outline Construction Environmental Management Plan (oCEMP) has been prepared for submission to An Coimisiún Pleanála (ACP) and statutory consultees in respect of an application for development permission for the Rosslare Offshore Renewable Energy (ORE) Hub (hereafter referred to as the "ORE Hub" or the "Proposed Development"). This document outlines the management methods to be employed during construction of the ORE Hub.

All mitigation and monitoring measures proposed in the Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) which accompany the planning application are included in Appendix A of this oCEMP. This oCEMP is informed by and aligns with existing Rosslare Europort manuals and plans which are appended hereto and include the Rosslare Europort Marine Guidance & Procedures Local Port Services Manual (Appendix B), Rosslare Europort Port Emergency Plan (Appendix C) and the Rosslare Europort ORRC Oil and HNS Spill Contingency Plan (Appendix D).

Outline construction phase management plans are presented in draft form within this document and will be finalised in consultation with the relevant competent authority and other stakeholders as required following grant of development permission and prior to construction. These management plans set out the minimum environmental requirements that will be adhered to during construction and provide the framework for managing specific environmental risks.

1.1 OBJECTIVE OF THE OCEMP

The objective of this oCEMP is to outline measures that will be taken to avoid, minimise and control adverse environmental impacts associated with all aspects of the construction of the Proposed Development. It provides guidance to the appointed Contractor who will then prepare and implement the detailed CEMP, with consideration given to this document. This ensures compliance with contractual, regulatory, statutory requirements, environmental mitigation measures, and conditions of the development permission will be integrated in full into the detailed CEMP prepared by the Contractor.

The CEMP will serve as an environmental management and monitoring tool throughout the construction phase. It will remain onsite as a live document and will be reviewed and updated regularly to reflect legislative changes, emerging best practices, and findings from site-based inspections or audits. The Contractor will be responsible for maintaining compliance with the CEMP during construction, and periodic compliance reports will be generated detailing near misses, incidents, corrective actions, and will enable assessment of performance against environmental objectives. All site personnel and subcontractors will be required to adhere to the requirements of the CEMP, which will ensure the effective delivery of mitigation measures and promote best practice environmental management on site.

Iarnród Éireann – Irish Rail (IÉ) is committed to ensuring that the appointed Contractor fully implements the measures outlined in the CEMP.

1.2 SITE OVERVIEW

The site of the Proposed Development is located to the north and west of Rosslare Europort, which is one of Ireland’s leading ports and acts as a gateway to Europe for freight and tourism. The existing port sits directly north of the village of Rosslare Harbour, which encompasses the Electoral Division (ED) of St. Helen’s containing the Proposed Development and the EDs immediately adjacent Kilscoran ED and Lady’s Island ED.), and covers approximately 55 hectares, which is predominantly dedicated to residential housing.

To the west of the existing port storage area lies a small shallow harbour where locals with historic rights have traditionally stored fishing and leisure craft.

The existing road infrastructure around Rosslare Europort includes a network of local roads and the main N25 running into the port as a main “spine” route, connecting to the entrance at the east of the port. The N25 provides a direct route for travellers coming from the north via Wexford to the port.

Rosslare Harbour village and Rosslare Europort are served by a water supply network from Uisce Éireann (UÉ) with local distribution around the site by IÉ pipelines. Local wastewater is collected in IÉ pipework and pumped out of Rosslare Europort to join the domestic UÉ sewerage in Rosslare Harbour village and runs by gravity westwards to the treatment works. The local area is served by an UÉ wastewater treatment plant, situated 900m north of Kilrane village, near the coast. This facility treats the wastewater before pumping back eastwards towards Rosslare Harbour village, where it is then discharged as treated effluent into St. George's Channel at Rosslare Harbour. An underground pipeline crosses the trailer storage area of the port to the west of Fisherman’s Quay.

1.3 PROJECT OVERVIEW

The Proposed Development consists of a range of integrated infrastructure elements designed to support the full lifecycle of offshore renewable energy projects. The Proposed Development includes capital dredging to achieve navigable depths for vessels delivering ORE components; land reclamation to create a storage area for these components; and construction of two new berths to facilitate loading and unloading of ORE components. The land reclamation works include infilling the existing small boat harbour, after the construction of a new small boat harbour. The Proposed Development also includes the installation of a new slipway and facility for local clubs, such as the Sea Scouts. For brevity, this will be referred to hereinafter as the Sea Scouts Facility.

The purpose of the Proposed Development is to provide a facility for the efficient handling and storage, marshalling, staging and integration of ORE components to facilitate installation of offshore wind energy projects by ORE developers and operators.

The Proposed Development is designed to provide facilities that accommodate a wide range of infrastructure uses, both for current requirements and anticipated future needs. For instance, the Proposed Development could be used for traditional port activities if required, including during periods of reduced ORE-related activity. Refer to EIAR Chapter 6: Project Description for further detail.

The EIAR considers a project design life for the quay structures and marine works of 50 years from completion of construction. All port facilities developed for the ORE Hub will be retained and required by Iarnród Éireann – Irish Rail for traditional port activities[1] beyond this time period (with ongoing maintenance and repairs undertaken) and therefore it is not considered necessary to plan for decommissioning and reinstatement works or for closure of the quays, storage areas, new Small Boat Harbour or parts of the ORE Hub once they are in-place.

The site location and Proposed Development Boundary are shown on Figure 1.1. The Proposed Development Boundary (i.e., the area where development permission is sought to construct and operate the Proposed Development) encompasses a total area of 80.3 hectares, lying mostly within the marine area. It includes an area for capital dredging of 48.4ha and 27.7ha of reclamation from the sea providing operational area for the storage, marshalling, staging and integration of ORE components, traditional port activities and a new replacement ‘Small Boat’ harbour.

[1] Traditional port activities as defined in the Rosslare Europort Masterplan (March 2020) are roll-on/roll-off (RoRo) and passenger ferry services (RoPAX); storage and movement of trade cars and trailers; freight and passenger check-in operations; Customs and Immigration processing; marine services such as berthing, mooring and vessel turnaround; and some bulk cargo handling.

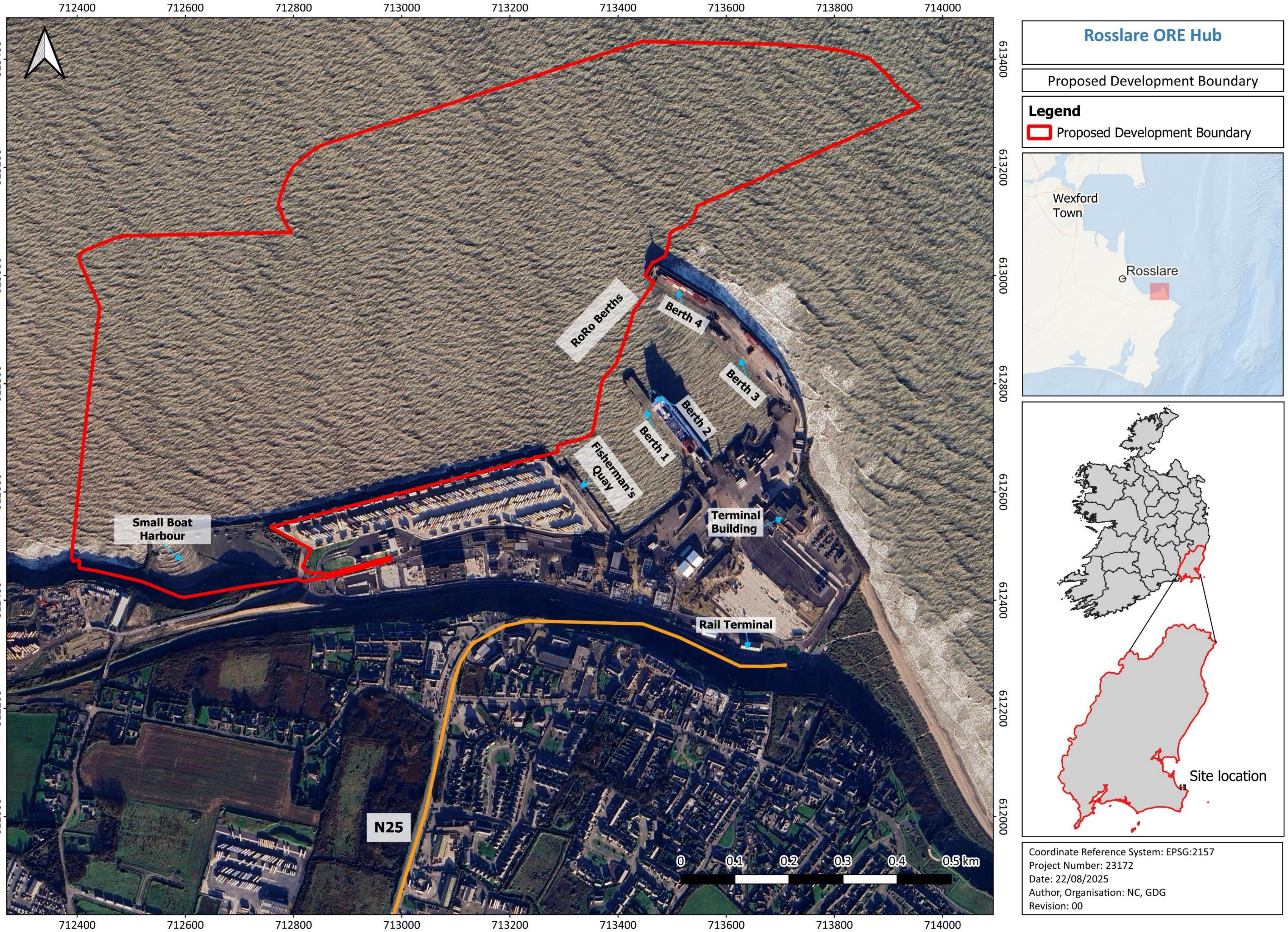

Figure 1.1: Proposed Development Boundary and site location

The key elements of the Proposed Development are listed in Table 1.1 and shown on Figure 1.2.

Table 1.1: Summary of the Proposed Development

Development / Activity	Description
Site preparation and mobilisation	• Site clearance involving removal of the existing small storage sheds, pontoons, gangways, timber mooring posts and timber structures at the small boat harbour; and establishment of a temporary site compound.
Capital dredging	• The navigation channel will be dredged to a depth of -10 metres Chart Datum (m CD). The berth pocket for ORE Berth 1 will be dredged to a depth of -12m CD. The total area to be dredged is 48.4 hectares (ha).
Land reclamation	• Land reclamation including infilling of the small boat harbour, using the marine dredged material and imported rockfill to create 27.7ha of land for the Proposed Development. • Installation of rock armour revetments around the perimeter of the reclamation area
ORE Storage Area	• Creation of an ORE Storage Area of 19.7ha within the reclaimed lands for the handling and storage, marshalling, staging and integration of ORE components.
ORE Berth 1	• Construction of ORE Berth 1, a heavy lift berth with a continuous open piled quay length of 330 metres (m).
ORE Berth 2	• Construction of ORE Berth 2, with a continuous open piled quay length of 240m.
ORE Compound	• A compound area of 0.2ha for installation of temporary modular buildings for site offices, welfare, logistics, and parking to service ORE developers.
New Small Boat Harbour	• Construction of a new small boat harbour consisting of: ○ a 50m long fixed quayside berth and an 80m long floating pontoon ○ a 2.4m wide pontoon to provide 64 berths ○ a 127m long floating pontoon with 10 no. berths ○ 1 no. fixed berth for emergency service vessels ○ 10 single storey storage sheds ○ a slipway for launching and recovery activities ○ marine enabling works and installation of services to provide for potential future uses.
Sea Scouts Facility	• Construction of a slipway to the western flank of the newly reclaimed lands with a relocated storage shed and parking to accommodate local clubs, such as the Sea Scouts.
Ancillary works	• Site access to the Proposed Development and a new access road and footpath/cycle track to the proposed new Small Boat Harbour. • A medium voltage single storey electrical substation and switch room • Lighting • Fencing and security measures • Parking • Waste management facilities • Fire water network and storage • Landscaping • Foul water network and pumping infrastructure

Development / Activity	Description
	• Water mains network • Surfacing and drainage • Environmental enhancements

The proposed new Small Boat Harbour includes marine enabling works and installation of services for potential future developments which may include facilities and a new RNLI base. Safeguarded capacity has been included in the Proposed Development for these potential future installations, as have ducting and pipework as necessary to accommodate them. Including these safeguarding measures as part of the Proposed Development ensures construction and environmental efficiencies, by avoiding abortive work or duplication of excavations at a given location where possible. The buildings and facilities required for these potential future uses are not included in the Proposed Development.

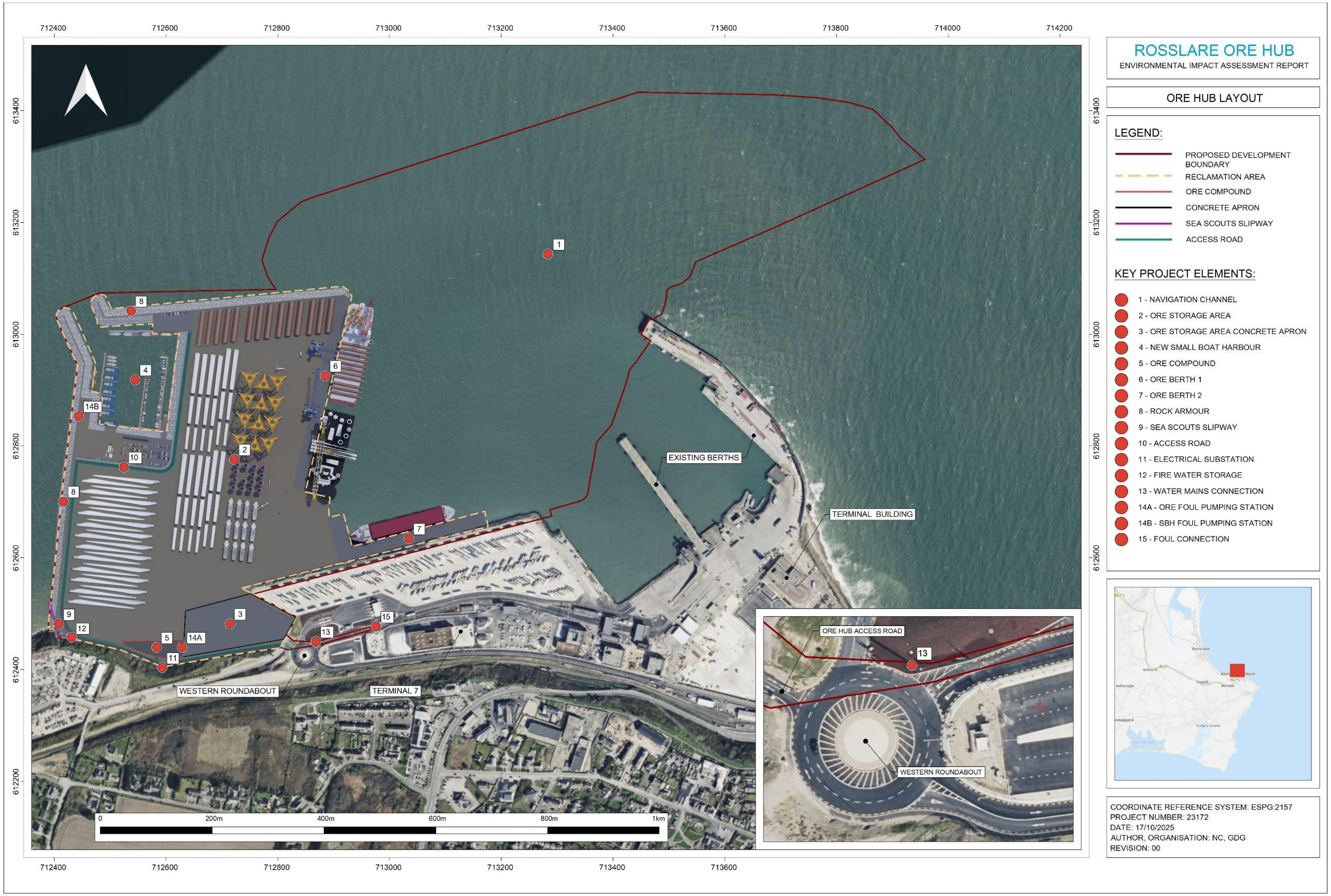

Figure 1.2: Key Project Elements

Table 1.2 provides a breakdown of areas for the Proposed Development.

Table 1.2. Table of Areas for works in Proposed Development

Boundary	Elements	Area (ha)
Proposed Development Boundary	**All**	**80.3**
	Dredging area (includes side slopes and berth pockets)	48.4
	Marine reclamation area (includes enclosed water in new Small Boat Harbour)	27.7
	Terrestrial reclamation and existing land area	4.2
Proposed Development Operational Area	**All** (excludes rock armoured revetments, perimeter landscaping, pontoons, berths and enclosed water in new Small Boat Harbour)	**24.5**
	ORE Storage Area (includes concrete apron of 1.6ha)	19.7
	ORE office and parking compound	0.2
	ORE quays	2.0
	Access roads, Sea Scouts compound and new Small Boat Harbour	2.6
New Small Boat Harbour Enclosed Water	Enclosed water in New Small Boat Harbour (includes area taken by pontoons and navigable berths)	2.2

1.4 CONSTRUCTION ACTIVITIES

The principal stages of construction of the Proposed Development are listed below:

- Site preparation and mobilisation
- Capital dredging
- Land reclamation
- ORE Storage Area
- ORE Berth 1
- ORE Berth 2
- ORE Compound
- New Small Boat Harbour
- Slipway and Sea Scouts facility
- Ancillary works

The key construction stage elements associated with the dredging and reclamation activities are illustrated on Figure 1.3.

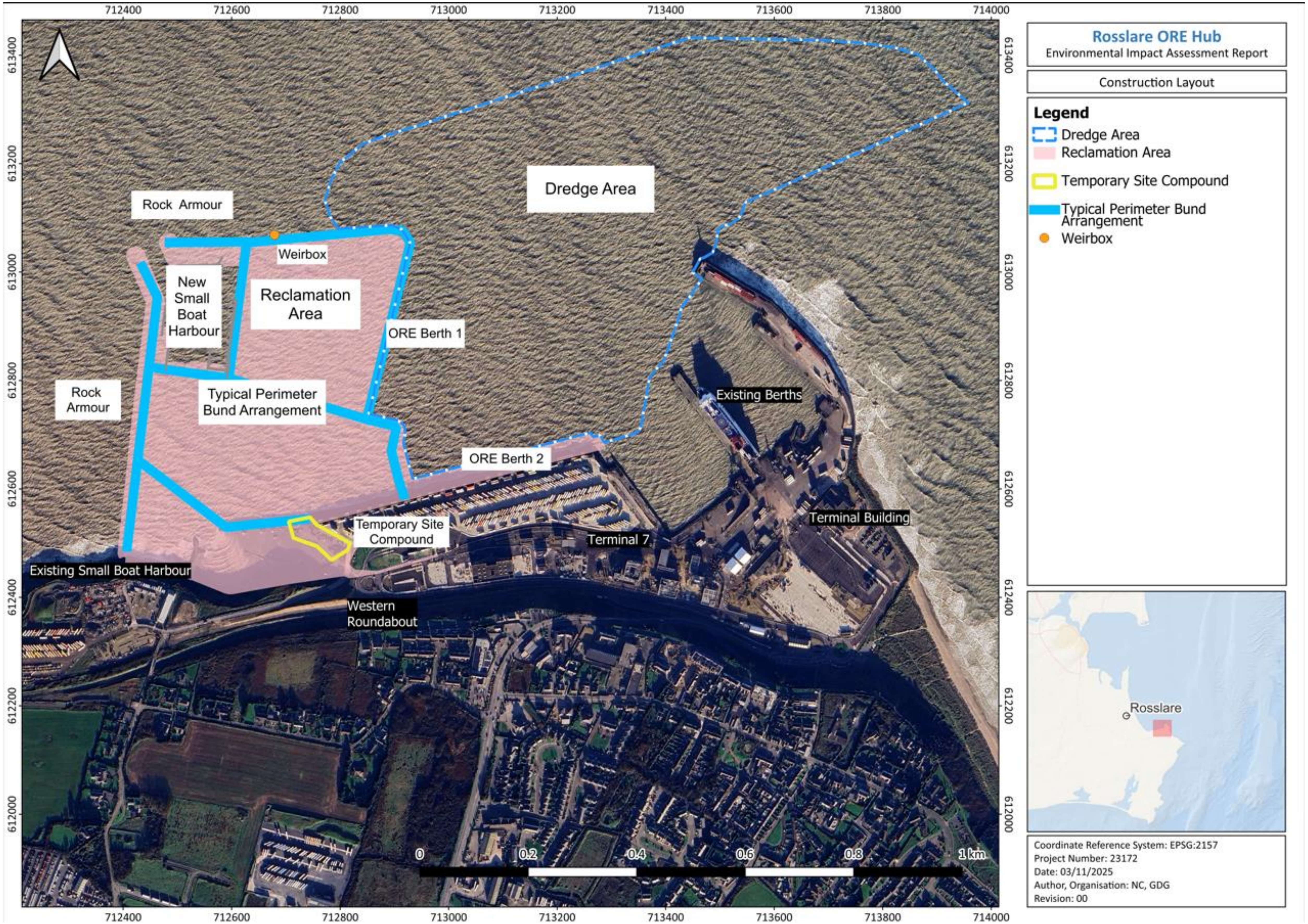

Figure 1.3 Key construction stage elements of the Proposed Development

Construction works (excluding dredging and reclamation) will be undertaken between 7am to 7pm Monday to Saturday. Work outside of these hours may be required on an infrequent basis to suit tides and vessel movements. If, in exceptional circumstances, works are required outside of these hours, the relevant statutory authorities will be notified in advance.

Dredging activities are expected to be ongoing for up to 24 hours per day, 7 days per week (24/7). The dredged material needs to be continually transported to the reclamation area to enable continuous dredging activities. For this reason, the reclamation activities will also need to be carried out on the same schedule.

It is envisaged that the Proposed Development will be delivered in a phased and coordinated manner over an anticipated period of 24 months. An overview of the construction programme is shown in Figure 1.4.

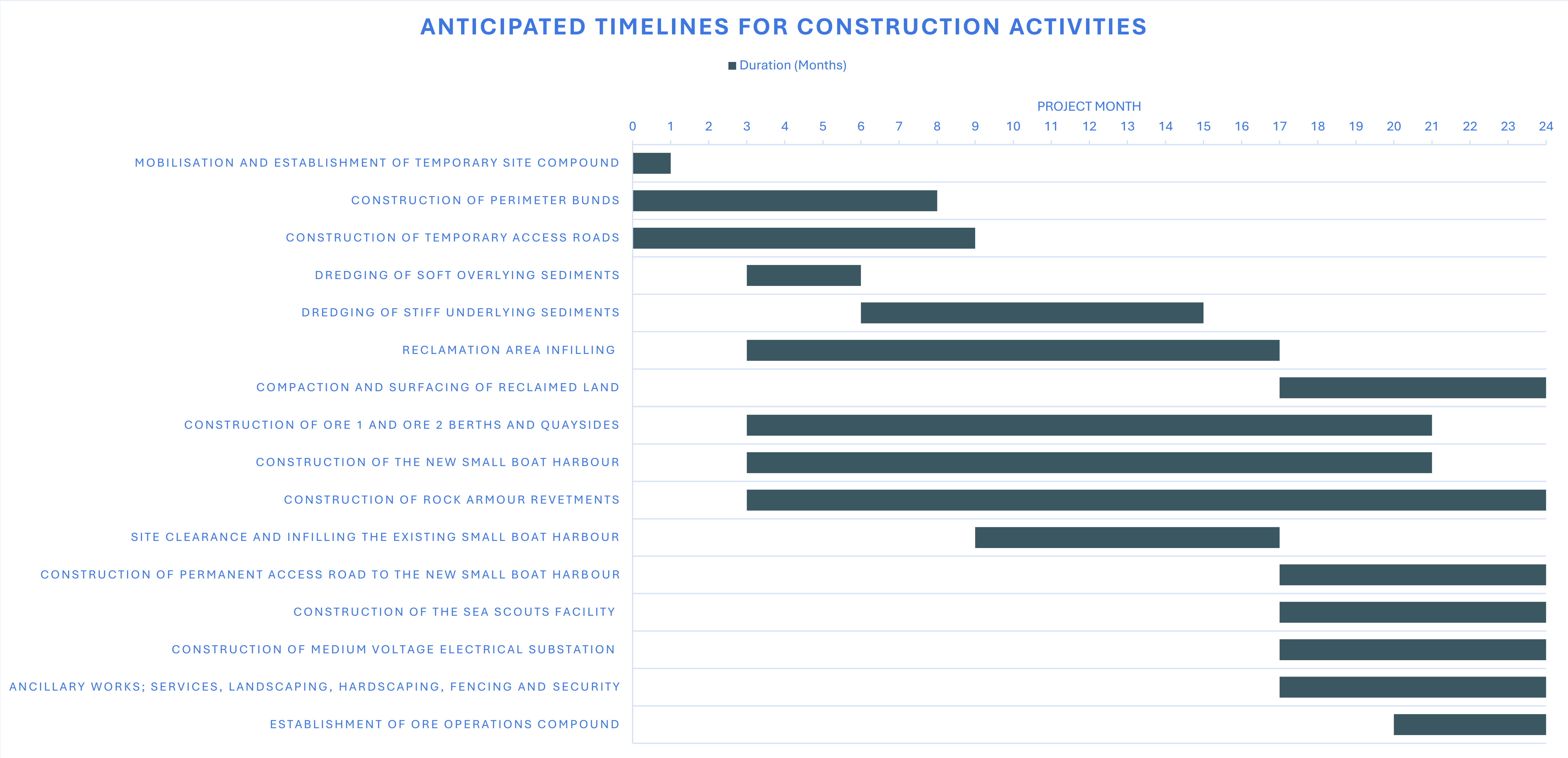

Figure 1.4 Principal stages and anticipated duration of construction activities

A temporary site compound will be provided and will be used for the duration of the construction works. The compound will accommodate temporary site cabins for offices and welfare facilities, dedicated areas for wheel wash, and for waste storage. Sufficient area is available to accommodate parking for 50 vehicles for the level of staffing required during construction. The compound will be fenced and gated for security. The indicative location of the temporary site compound is shown on Figure 1.4 and a typical layout is provided in Figure 1.5.

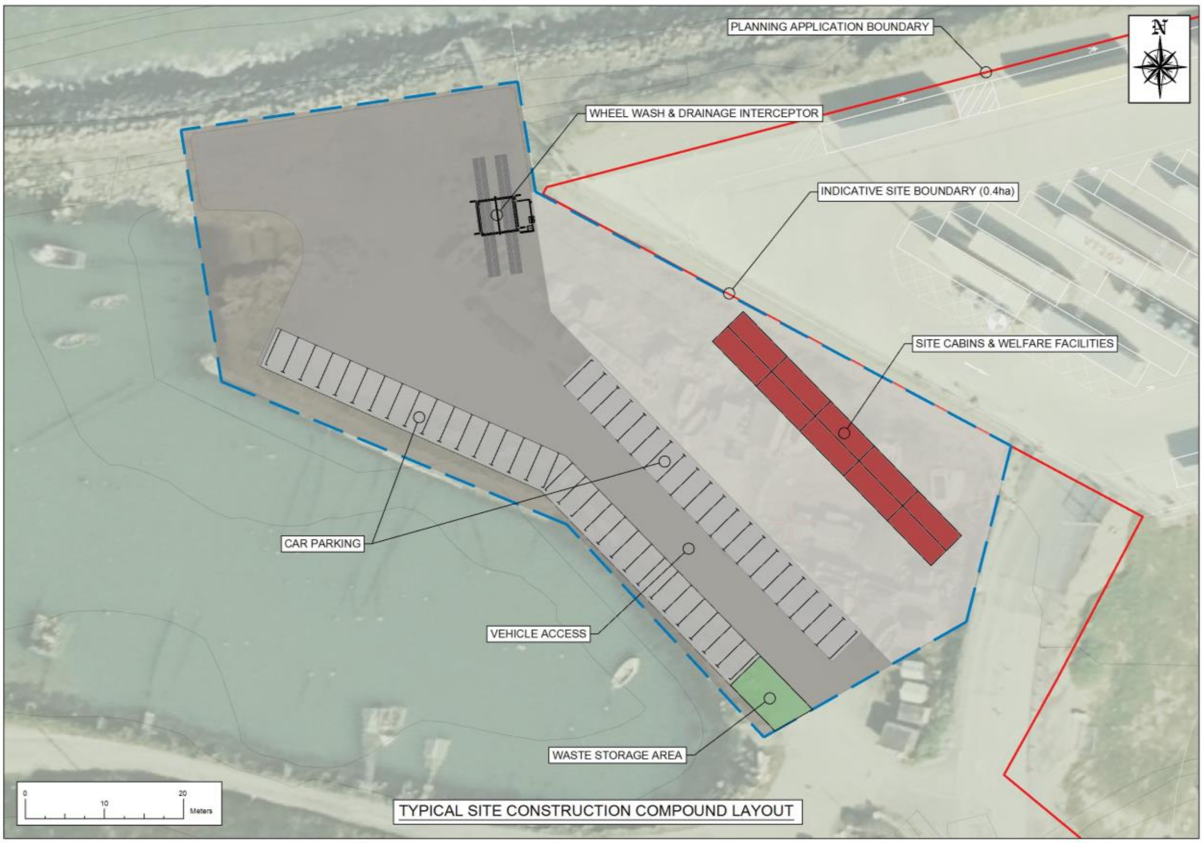

Figure 1.5 Typical Temporary Site Compound

1.5 OPERATIONAL ACTIVITIES

The Proposed Development will allow for efficient handling and storage, marshalling, staging and integration of ORE components to facilitate the installation of ORE projects. The Proposed Development will be used as the final staging point between globally distributed supply chains and the offshore wind farm sites.

The anticipated number of project vessels using the ORE berths is relatively low, with peak traffic numbers during an Offshore Wind Farm lifecycle of up to one large vessel every two days to ORE Berth 1. Vessels will typically range from 160m to 250m in length and will either rely on steel legs that are lowered into the seabed for stability or be dynamically positioned to hold station in the water.

Vessels which will use ORE Berth 2 will typically range from 160m to 180m in length and will deliver components by Load-on Load-off (LoLo) or RoRo methods, depending on the size and weight of components being delivered.

The proposed berth sizes provide sufficient space for the typical range of anticipated vessels, with an additional safeguarded allowance for potential future increases in the size of vessels engaged in ORE activities.

For the purpose of establishing an Assessment Envelope (refer to EIAR Chapter 6: Project Description), it is assumed that, during times of paused or infrequent ORE activity, the proposed berths will serve a back-up function of accepted deliveries associated with traditional port activities (i.e., if ORE Berths are available and the existing berths within Rosslare Europort are occupied).

The heavy-lift quayside will be used for the temporary assembly of towers and preparation for integration of ORE components, prior to out-loading onto installation vessels. Component Transfer Vessels will be used to transport components to the Proposed Development and these components will be brought on to the quayside by crane for transport to the storage area.

Assembly activities will include the preassembly of certain tower elements, turbine and transition piece elements, as well as other specific welding activities as required. Partially erected towers and components such as blades and turbines being transited from the ORE Storage Area, awaiting out-loading to the installation vessels, will be temporarily stored on the ORE Berth 1 quay during this time. Components will then be loaded by crane onto the Turbine and Foundation Installation Vessel for deployment to the offshore windfarm sites.

Electrical testing and commissioning of assembled components will also be undertaken within the Proposed Development.

Both ORE Berth 1 and ORE Berth 2 will be used to facilitate the delivery of incoming components without hindering the integration and out-loading of components onto an installation vessel.

While the primary function of the ORE Storage Area is for ORE-related activities, it will be capable of serving as an overflow for traditional port activities if required, such as during less busy times for ORE activities.

The new Small Boat Harbour will be used by up to 64 no. local boat owners and local fishermen. The Small Boat Harbour also includes 8 no. berths to be used by Crew Transfer Vessels and a berth for use by the RNLI. The personnel using these facilities are anticipated to travel to and from the SBH by land-based vehicle. They will use the fixed berths, pontoons and slipway provided to set sail and dock their vessels, as well as loading and unloading of equipment and materials.

The slipway and associated parking area (6 no. spaces) at the proposed Sea Scouts Facility will also be used by local groups, including the Sea Scouts, for training young seafarers. The local groups will use the proposed storage shed for their equipment.

The number of staff at the Proposed Development will fluctuate depending on installation activity and weather, and depending on the construction logistics and methodology used by each ORE developer utilising the Proposed Development. At any one time, there will typically be between 40 to 60 personnel at the Proposed Development (comprising 20 to 30 compound/office based staff and 20 to 30 quayside staff), with an anticipated maximum peak scenario of 150 personnel considered for more intense operations over short-durations i.e. when the installation vessel is in port there will be a short-term peak (e.g. 24-hour period) with incoming and outgoing crew, and vessel replenishment and possibly service technicians coming to do maintenance on the vessel.

1.6 LEGAL COMPLIANCE

During the construction of the Proposed Development, both IÉ and the Contractor will comply with all relevant Irish and EU environmental legislation, guidelines, and best practices, including those related to ecology and biodiversity, air, water, groundwater, noise, and vibration.

The Contractor will adhere to the guidance and advice of the ISO 14001:2015 monitoring Systems standard, as well as relevant Construction Industry Research and Information Association (CIRIA) guidelines, including the C811 Environmental Good Practice on Site Guide (Fifth Edition).

The Contractor and all subcontractors will strictly follow the CEMP and associated management plans to ensure compliance with relevant legislation and best practices throughout the construction phase.

The CEMP will be reviewed and updated regularly to ensure continued legal compliance.

2 ENVIRONMENTAL MANAGEMENT

2.1 ROLES AND RESPONSIBILITIES

IÉ will appoint a Contractor to undertake the construction of the Proposed Development. The mitigation measures and requirements set out in the CEMP will form part of the Contract Documents and will be binding on the Contractor throughout the construction phase. These measures are intended to ensure full compliance with the EIAR, NIS, and any conditions attached to statutory consents.

2.1.1 ENVIRONMENTAL MANAGER

The Contractor will appoint a suitably qualified and experienced Environmental Manager who will be responsible for the day-to-day implementation of the CEMP. The role of the Environmental Manager includes the following:

- Monitoring compliance with environmental commitments and relevant legislation
- Coordinating environmental inspections and audits
- Maintaining environmental records and reporting findings to IÉ
- Liaising with the project team, regulatory bodies, and stakeholders on environmental matters
- Reviewing method statements and advising on best practice
- Overseeing implementation of mitigation measures and ensuring corrective actions are taken when required.

The Environmental Manager will be granted sufficient authority to review construction methodologies, instruct immediate actions where necessary, and if required, recommend temporary cessation of works to prevent environmental harm.

This structure ensures clear lines of responsibility and robust environmental governance throughout the construction phase of the Proposed Development.

2.1.2 COMMUNITY LIAISON OFFICER

The Contractor will appoint a Community Liaison Officer, who will be responsible for:

- Responding to telephone and email queries.
- Sharing key contact information associated with site development with key stakeholders and update these details as required.
- As a general courtesy, alerting the community to any disruptive works one week in advance of commencement, where reasonably practicable.
- Minimising the impact of site traffic and associated parking on the local road network.
- Arranging any necessary meetings that may be requested by community representatives regarding any onsite issues.

- Circulating progress updates as required to include information of relevance and interest to the local community.

2.1.3 FISHERIES LIAISON OFFICER

The Contractor will appoint a Fisheries Liaison Officer will maintain effective communication with fishers, as set out in the Seafood / ORE Engagement in Ireland guidance (Seafood / ORE Working Group, 2023) and will be responsible for:

- Liaison with relevant fishing interests to ensure that they are fully informed of development planning and any marine activities and works.
- Timely issue of notifications including Notice to Mariners and other navigational warnings to the fishing community to provide advance warning of project activities and associated advisory safe passing distances.

2.1.4 ECOLOGICAL CLERK OF WORKS

The Contractor will appoint an Ecological Clerk of Works (ECoW) will be appointed to address issues relating to ecological features during the construction phase. Their responsibilities will include:

- Undertaking a pre-construction survey to ensure that significant effects to ecological features will be avoided.
- Inform and educate site personnel of sensitive ecological features within the Proposed Development site and how effects on these features could occur.
- Oversee management of ecological issues during the construction period and advise on ecological issues as they arise, including any requirement for licensing.
- Provide guidance to contractors to ensure legal compliance with respect to protected habitats and species on site.
- Liaise with officers from consenting authorities and other relevant bodies and contractors with regular updates in relation to construction and/or decommissioning progress.

The Contractor will implement the mitigation measures as set out in the EIAR which are detailed in Appendix A of this oCEMP.

The appointed ECoW will have responsibility for monitoring activities that have the potential to impact ecology or biodiversity associated with the site or linked to the site arising from site construction activities. The Contractor will adhere to the guidance by the appointed ECoW during construction.

The ECoW will ensure that all the mitigation measures set out in the EIAR in relation to biodiversity and in the NIS are fully implemented.

The appointed ECoW will have the authority to issue Stop Work Orders until such time that issues which may impact on ecology or biodiversity are resolved.

2.1.5 MARINE MAMMAL OBSERVERS

The Contractor will appoint Marine Mammal Observers (MMOs) to monitor for marine mammals during piling, dredging, dumping of sediment, rock placement and blasting operations. MMOs will liaise closely with the ECoW and the Environmental Manager as well as directly with the construction staff to ensure construction works are postponed or halted if marine mammals are detected. MMOs will also liaise with the NPWS, as required.

2.1.6 ALL STAFF

All staff working on site will have a responsibility to support compliance with this oCEMP and its associated management plans. This includes:

- Attending mandatory environmental inductions and Toolbox Talks.
- Complying with mitigation measures relevant to their role.
- Reporting any environmental incidents, near-misses, or protected species sightings to the ECoW or Environmental Manager.
- Supporting site environmental protocols such as proper waste management, spill response, and species protection procedures.

Environmental awareness and good site practice will be reinforced through ongoing training, signage, and supervision. This shared responsibility ensures that all personnel contribute to the environmental performance of the Proposed Development.

2.1.7 WORKS SUPERINTENDENT

A Works Superintendent will be appointed by the Contractor to oversee day-to-day delivery of construction activities, including marine-based works. This individual will:

- Coordinate sequencing of operations in line with the programme of works.
- Act as the point of contact for MMOs and other environmental personnel in relation to activity start/resume protocols.
- Confirm with the MMO whether a relevant activity may proceed or must remain on hold following pre-activity observation or temporary shutdown.
- Ensure construction works do not commence or resume without explicit clearance from the MMO, where required under mitigation protocols.
- Liaise with the Environmental Manager and ECoW to address environmental compliance during marine operations.

This ensures that environmental and health & safety obligations are incorporated directly into site-level decision-making during the execution of high-risk activities.

2.1.8 PROJECT ARCHAEOLOGIST CLERK OF WORKS

The Project Archaeologist Clerk of Works will be appointed by the Contractor to implement the Archaeology Management Plan (Section 3.10) and will thus advise on all archaeological monitoring activities, conducting watching briefs and distributing information as relevant. The responsibilities of this role will include:

- Monitoring all disturbance works (on land and in the sea) during construction.
- Ensuring the requirements of the Archaeology Management Plan are implemented.
- Liaison with the relevant authorities (as required), including the National Monuments Service, Department of Housing, Local Government and Heritage, and Wexford County Council.

2.1.9 MANAGEMENT OF CHANGE

If any environmentally significant changes arise during construction, these will be assessed by the Contractor through a formal Environmental Management Plan Change Procedure (see Figure 2.1). Where specific procedures or standards cannot be implemented as set out in the oCEMP, the Contractor must provide a justified alternative approach to IÉ and the Environmental Manager. No departure from the agreed approach will be permitted without written approval. Material changes may require consultation with the Planning Authority and other statutory consultees.

An Environmental Departures Register will be maintained to document any changes, rationale, approvals, and revised method statements to ensure ongoing compliance with consent conditions.

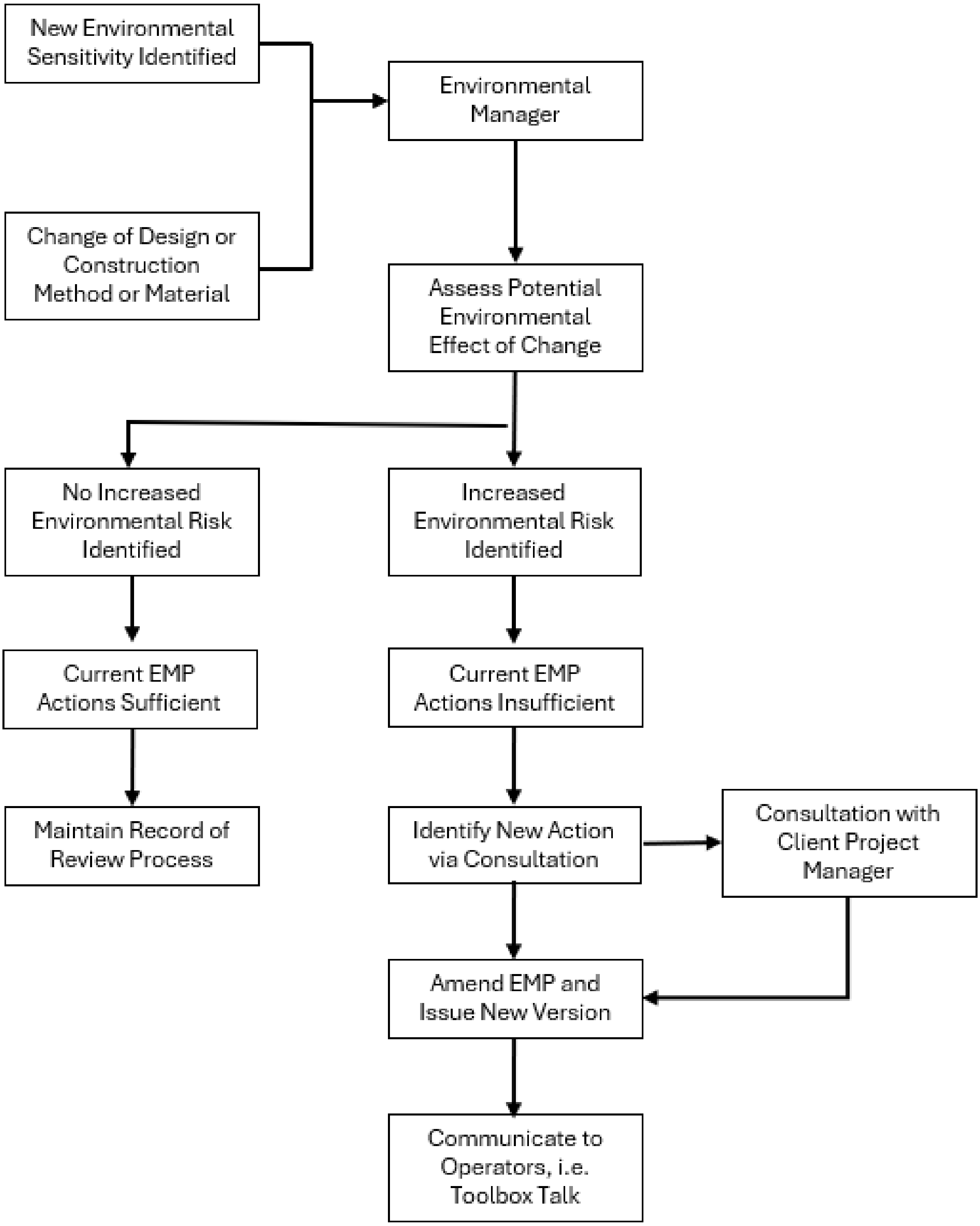

Figure 2.1: Environmental Management Plan Change Procedure

2.2 SITE SAFETY

The Contractor will be responsible for maintaining management systems aligned with international standards, including ISO14001 (health and safety), ISO 45001 (environmental) and ISO 9001 (quality). This compliance will ensure that the Contractor has control and knowledge of relevant hazards, both during normal operations and in abnormal situations, with the overall objective of improving performance and preventing accidents or incidents onsite.

Strict security and safety protocols will be enforced throughout the project. The Contractor will operate under the Safety, Health and Welfare at Work Act 2005 and the Safety, Health and Welfare at Work (Construction) Regulations 2013. A Project Supervisor (Construction Stage) will be appointed by the Contractor to manage health and safety throughout the works. This includes responsibility for ensuring that all workers receive site inductions aligned with ISO 9001, ISO 14001, and ISO 45001, covering key elements such as:

- Compliance with the CEMP
- Working hours
- Access arrangements
- Health, safety, and environmental policy and procedures
- Code of conduct within the site and surrounding environs
- Statutory obligations of individuals on site
- Traffic management
- Site parking
- Public access
- Lighting requirements
- Complaints and disciplinary procedures
- Protection of the water environment
- Protection of wildlife and habitats
- Dust and air quality management
- Noise and vibration management
- Emergency procedures

All personnel and visitors to the site must undergo formal site inductions before commencing any work or visits to the site. Personnel must have completed the necessary health and safety training, such as the Safe Pass or equivalent, and visitors who have not completed this training must be accompanied while on site.

In addition to compliance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 and other applicable legislation, the following general measures will be implemented throughout the construction phase:

- **Site Induction and Training:** All personnel entering the site must complete a comprehensive site induction, covering health and safety procedures, environmental policies, emergency protocols, and site-specific risks. Visitors must be accompanied at all times unless they have completed induction and hold a valid Safe Pass (or equivalent).
- **Personal Protective Equipment (PPE):** All workers will be required to wear appropriate PPE for their task and role. This may include high-visibility clothing, helmets, gloves, safety boots, hearing protection, and respiratory protection depending on the activity.
- **Emergency Procedures:** A detailed Emergency Response Plan (ERP) will be developed by the Contractor and maintained on site. This plan will cover responses to fire, environmental incidents (e.g., spills), medical emergencies, and evacuation. All site staff will receive regular training / toolbox talks on emergency procedures.
- **Health and Safety Audits and Monitoring:** Regular audits will be conducted to ensure ongoing compliance with health and safety legislation and site-specific requirements. Records of incidents, training, inspections and corrective actions will be maintained.
- **Hazardous Materials:** Any hazardous substances used or encountered during construction (e.g., oils, fuels, asbestos) will be handled in accordance with appropriate regulations. This includes safe storage, use of appropriate containment, and use of Material Safety Data Sheets (MSDS).
- **Access and Security:** All site access points will be controlled and monitored. IÉ’s procedures under the International Ship and Port Facility Security (ISPS) Code can be mirrored by applying strict access control and maintaining logs of all personnel and vehicles entering and leaving the site.

These measures are designed to ensure a safe working environment and minimise the risk of accidents or harm to workers, the public and the environment during the construction of the Proposed Development.

2.3 CLIMATE

The following measures to reduce the embodied carbon of the construction works will be implemented by the Contractor:

- Reuse of materials and other by-products where viable.

- Appointing a suitably competent contractor who will undertake waste audits detailing resource recovery best practice and identify materials that can be reused/recycled, in compliance with The Circular Economy and Miscellaneous Provisions Act 2022
- Prevention of on-site or delivery vehicles from leaving engines idling, even over short periods
- Ensure all plant and machinery are well maintained and inspected regularly
- Reconsideration of the design to reduce materials required. The volume of concrete required has been minimised within the design, with a choice to use the dredged spoil and rockfill material as a more sustainable alternative. Minimisation of carbon intensive materials within the design is considered a primary mitigation measure and higher on the IEMA hierarchy of mitigation with respect to carbon.
- The replacement, where feasible, of concrete containing Portland cement with a low carbon concrete as per the Climate Action Plan. An example of a replacement material is a 25% ground granulated blast furnace slag (GGBS) although other options also apply and provided that they have an embodied carbon that is as low or lower, then they are suitable for the final design with respect to the carbon assessment.
- The Proposed Development will minimise wastage of materials due to poor timing or over ordering on site thus helping to minimise the embodied carbon footprint of the Proposed Development
- The use in construction plant and equipment of sustainably sourced Hydrotreated Vegetable Oil (HVO) as a 100% replacement of fossil fuels.
- Procurement contracts will ensure that lower carbon choices are considered favourable during tender
- Where practicable, opportunities for materials reuse will be incorporated within the extent of the Proposed Development including the use of reclaimed asphalt and recycled aggregate, which will reduce the virgin material needs
- Where practicable, materials will be sourced locally to reduce the embodied emissions associated with transport

2.4 APPROACH TO COMMUNITY ENGAGEMENT

IÉ is committed to proactive, transparent, and ongoing engagement with local communities and stakeholders throughout the construction phase of the Proposed Development. The following measures outline the approach to community liaison, fisheries consultation, and public communications.

2.4.1 ARRANGEMENTS TO ENGAGE WITH NEIGHBOURING COMMUNITIES

A Community Liaison Officer (CLO) will be appointed as the primary point of contact for the local community. The CLO will manage all public-facing communications and respond to queries or concerns raised by members of the public, local groups, or statutory consultees.

2.4.2 FISHERIES LIAISON AND STAKEHOLDER COORDINATION

A Fisheries Liaison Officer (FLO) will be appointed to facilitate continued engagement with the local fishing community. A Fisheries Consultative Group is also in place and will continue to meet regularly throughout construction. This group provides a structured forum to:

- Share updates on construction schedules and vessel operations
- Identify and mitigate potential conflicts with fishing activities
- Facilitate two-way dialogue between IÉ, contractors, and affected fisheries stakeholders.

Meeting frequency and format will be adapted based on project stage and stakeholder needs.

2.4.3 PROJECT WEBSITE AND ONLINE UPDATES

Project information is maintained on the dedicated and regularly updated webpage hosted by IÉ, www.rosslareorehub.ie.

This platform provides access to:

- Construction timelines and key milestones
- Current and upcoming activities over a rolling three-month period
- Environmental management updates and documentation (where relevant)
- Contact details for the CLO and project team.

The website will continue to serve as the central source of information to ensure transparency and ongoing public awareness.

3 ENVIRONMENTAL MANAGEMENT PLANS

Environmental Management Plans required for the construction phase of the Proposed Development are presented in the following section. These plans will be finalised as required prior to the commencement of development and will incorporate the mitigation measures outlined in the documentation submitted with the application for permission and will include any additional requirements pursuant to conditions attached to statutory consents. In addition, regular audits of the CEMP and associated plans will be undertaken during the construction phase of the works by the Environmental Manager.

3.1 CONSTRUCTION STAGE SAFETY AND HEALTH PLAN

The Contractor will develop a Construction Stage Safety and Health Plan to help protect personnel working on the site and to mitigate potential temporary community disturbance during construction.

All construction activities associated with the Proposed Development will be carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 and all relevant Irish and EU health and safety legislation. The appointed Contractor and Project Supervisor Construction Stage (PSCS) will be responsible for managing all aspects of health and safety during the construction phase.

The PSCS will ensure that:

- A detailed Construction Stage Safety and Health Plan is prepared prior to the commencement of works.
- All site personnel receive appropriate induction, training, and briefings.
- Risk assessments and method statements (RAMS) are developed and implemented for all construction tasks.
- Measures are in place to control site access, hazardous materials, lifting operations, and traffic management.
- Regular inspections and audits are carried out to ensure ongoing compliance and to address emerging risks.
- Particular risks associated specifically with the project are identified and reviewed in terms of Regular inspections and audits are carried out to ensure ongoing compliance and to address emerging risks.

When construction activities are required near or across known utility infrastructure, the appointed contractor will take precautions to prevent damage. These measures will follow best practices, and the requirements set by the utility companies, and port operations teams where feasible.

Protection strategies during construction will include:

- Warning signs and markings indicating the location of utility infrastructure
- Implementing safe digging techniques and careful excavation practices near known utilities

- Where possible, isolate sections of infrastructure during work in the immediate area
- Protection of overhead services: installing suitable fencing and goal posts
- Using Ground Penetration Radar (GPR) for accurate location verification of existing assets
- Conducting excavation work in accordance with the Guidelines for Managing Openings in Public Roads
- Utilising trial holes or slit trenches to gain precise information about existing assets
- Engaging with asset owners to discuss and agree on clearances and final details
- Road closures, signages, traffic management, recommended speed limits, management of spoil, cleaning the areas of work
- Coordinated planning and programming with consideration for the existing operation of the port, including freight movement, mariners and other associated activities

Interruptions to existing utilities will be minimised and only occur when necessary. Any unavoidable interruptions will be carefully planned by the contractor. All works will be planned to minimise disturbances as much as possible. All works near existing services and utilities will be carried out in consultation with the relevant Utility Provider and Local Authority and will follow any requirements or guidelines they may have.

3.2 CONSTRUCTION WASTE MANAGEMENT PLAN

This Construction Waste Management Plan (CWMP) outlines the approach to managing waste arising during construction Proposed Development. The plan will be informed by the Rosslare Europort Port Waste Reception & Handling Plan 2024 – 2029[2], Environmental Protection Agency's (EPA) Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (EPA, 2021), the EPA National Waste Statistics, and will reflect anticipated waste streams based on current operations at the existing Small Boat Harbour in Rosslare Europort and typical use of Offshore Renewable Energy (ORE) marshalling facilities.

The objectives of the CWMP are to:

- Minimise waste generation through prevention and reuse
- Maximise recycling and recovery in accordance with the waste hierarchy
- Ensure compliance with all relevant legal obligations
- Prevent pollution and protect sensitive environmental receptors
- Clarify roles and responsibilities for waste handling on-site
- The CWMP outlines spoil management protocols, including the use of covered vehicles and designated haul routes to permitted waste facilities. These protocols will be adhered to for all off-site waste transport.

[2] https://www.rosslareeuroport.ie/getmedia/98f8f695-00a6-482e-87b6-3347bfd86f3c/20240207-FINAL-Rosslare-Europort-Port-Waste-Reception-Handling-Plan.pdf

3.2.1 EXPECTED WASTE STREAMS

In Table 3.1, the categories of construction-phase waste are outlined, along with the associated European Waste Codes (EWC).

Table 3.1: Expected waste streams

Waste Category	EWC	Examples	Estimated Quantity (tonnes)	Management Route
Soils and stones	17 05 04	Excavated fill material, subsoils	50	Reused on site under Article 27 (S.I. No. 126/2011)
Concrete	17 01 01	Broken precast, surplus material	5	Recovered at licensed inert recycling facility
Brick	17 01 02	Surplus or damaged bricks	<1	Recycled or reused off-site
Mixed Construction & Demolition (C&D) waste (e.g., mixed rubble)	17 01 07	Spoil from demolition - Mixtures of bricks, concrete, tiles, ceramics	15	Sent to licensed C&D waste recovery facility
Metals	17 04 05	Rebar, offcuts from steel fabrication	200	Sent for recycling (e.g. local scrap yard or contractor)
Wood	17 02 01	Timber packing and shoring, formwork, pallets	30	Reused or recycled via waste contractor
Plastics	17 02 03	Protective wrapping, pipe offcuts	1	Segregated and sent for recycling
Cardboard and paper	20 01 01	Packaging from deliveries	1	Recycled via mixed dry recyclables
General municipal waste	20 03 01	Mixed residual waste, site office refuse	1	Sent to licensed landfill or waste-to-energy facility
Hazardous waste (e.g. oils)	20 01 27	Waste oil, oily rags, filters, paints, adhesives, contaminated PPE	2	Managed by licensed hazardous waste contractor

Waste Category	EWC	Examples	Estimated Quantity (tonnes)	Management Route
Organic and fish-related waste	20 01 08	Fish offcuts, remnants from fishing quay	<1	Collected in sealed containers and removed to authorised organic waste processing facility

Where appropriate, excavated clean material will be considered for reuse on site under Article 27 notifications in line with S.I. No. 126/2011 – Waste Directive Regulations.

3.2.2 WASTE HANDLING, SEGREGATION AND STORAGE

Waste will be segregated at source and managed in dedicated Waste Storage Areas (WSAs), which will:

- Be clearly demarcated and weatherproof
- Contain secure bins, skips or containers for each waste stream
- Include bunded storage for hazardous materials
- Feature nearby water taps for tool and bin cleaning
- Prevent runoff from reaching surface waters via silt traps and interceptors.

A Construction Phase Block Plan will be prepared to show the location of WSAs and other key management features, including the construction compound, wheel wash area, material laydown zones, and site access points. In addition, a Construction Site Access Plan and a Construction Surface Water Drainage Plan will be developed to guide safe traffic movement and pollution prevention measures during the works.

3.2.3 COLLECTION AND OFF-SITE DISPOSAL

All waste will be removed off-site by appropriately licensed contractors. Each contractor or operator is responsible for:

- Using permitted waste collection operators
- Ensuring that all waste is sent to authorised facilities
- Maintaining accurate waste records (e.g., transfer dockets, weighbridge receipts)
- Retaining contractor permit/licence information.

IÉ will monitor compliance by all users and contractors through regular audits, ensuring that waste is correctly handled, transported, recovered, or disposed of in a manner that minimises environmental impact in line with the CWMP.

3.2.4 REUSE AND RECOVERY

Where practicable, materials such as steel and timber used for packing, shoring or ground-bearing will be reused on site until they are no longer fit for use. Large heavy-lift vehicles maintained on site may generate waste from oil changes, filters and spill kits – these will be collected and removed via a licensed hazardous waste carrier.

3.2.5 MAINTENANCE-RELATED WASTE

- Surface water systems: Silt traps, interceptors and gullies will be regularly inspected and emptied using suction tankers. Waste will be transported to a permitted disposal facility.
- Foul water pumping station: Cleansing will be undertaken on a scheduled six-monthly basis, with sludge removed by licensed operators.
- Washdown areas: Water runoff will be directed into drainage networks fitted with sediment and hydrocarbon interceptors to prevent quay-edge discharge.

3.2.6 OFFICE AND CANTEEN WASTE

The ORE operations compound will generate waste such as:

- Canteen waste (organic)
- Dry recyclables (paper, plastics, foil, glass)
- E-waste from occasional electrical equipment disposal.

All such waste will be stored in sealed, labelled containers and collected regularly to avoid odours, vermin, or visual nuisance.

3.3 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

A design-specific risk assessment will be carried out by a suitably qualified Traffic Management Design Engineer prior to finalising the Construction Traffic Management Plan (CTMP). This assessment will ensure site-specific safety, access layout, and pedestrian control measures are robust and comply with relevant safety standards.

The CTMP will be finalised and agreed with the relevant road authorities and An Garda Síochána prior to construction works commencing on site. The CTMP will be maintained as a live document and regularly reviewed to ensure it aligns with the requirements of the relevant authorities. It aims to ensure the safe and efficient movement of vehicles, minimise disruption to the public, and incorporate measures for pedestrian safety, haul route integrity, school traffic, and delivery coordination.

Key elements of the CTMP include:

- **Traffic Management Coordinator** – a competent Traffic Management Co-ordinator will be appointed for the duration of the project, and this person will be the main point of contact for all matters relating to traffic management.
- **Delivery Programme** – a programme of deliveries will be submitted to Wexford County Council in advance of the delivery of the oversized components to site such as generators. A programme will be drafted for day-to-day deliverers to ensure no significant overlap with other projects i.e., N25 REAR.

- **Communications** - local residents in the area will be informed of any upcoming traffic-related matters e.g., temporary lane/road closures (if required) or any night deliveries of oversized components, via letter drops and/or door knocks in advance of such activities. Information will include the contact details of the Contract Project Co-ordinator, who will act as the main point of contact for all queries from the public or Local Authority during normal working hours. An out-of-hours emergency number will also be provided. In addition to specific notifications, the Contractor will issue a quarterly newsletter to local residents throughout the construction phase, providing updates on progress, upcoming key activities, and any traffic management measures that may be required.

3.3.1 SITE ACCESS AND EGRESS

A Construction Site Access and Egress Plan will be prepared to illustrate the layout of entry and exit points, internal haul routes, segregation measures, and associated traffic management infrastructure. This will be included within the Construction Traffic Management Plan (CTMP) and appended to the CEMP.

- Site access will be provided on the N25 through Rosslare Europort.
- A segregated works area within Rosslare Europort will be established, isolated from general freight and passenger traffic.
- A dedicated access gate will be used, with advanced warning signage in place for a minimum of one week prior to works.
- The site will be secured using Heras fencing (minimum 2m height) or solid panel hoarding, inspected daily by the Site Manager. Hoarding and fencing will partially screen the construction of the proposed buildings and some of the lower-lying constructed elements within the development.
- Public access will be prohibited. Security will be employed to prevent unauthorised entry.
- Construction and non-construction traffic will be separated where possible. Where mixing is unavoidable, temporary traffic management will be implemented as per Chapter 8 of the Department of Transport's Traffic Signs Manual (2019).

3.3.2 NATIONAL ROAD NETWORK AND HAUL ROUTE

- All construction traffic will enter via the N25.
- Heavy Goods Vehicle (HGV) deliveries will avoid passing Scoil Náisiúnta Cill Ruadháin during peak school hours (opening and closing times), where practicable.

3.3.3 ROAD CLOSURES AND LICENSING

- No extended road closures are anticipated. Temporary, short-duration closures may be needed for completion of ancillary works.
- Road opening licences will be obtained through the Local Authority where required.

- Utility coordination and licensing will be managed by the Contractor in line with the relevant statutory processes.

3.3.4 ROAD CONDITION AND MAINTENANCE

- Contractors will evaluate material loads and ensure lorries are covered where necessary to minimise dust.
- Measures to prevent fugitive losses include tarpaulin covers and enclosed transport units.
- Haul routes will be visually monitored throughout construction.
- Pre-construction surveys will include video footage and photographic records of roads, boundaries, bridges, culverts, and overhead services.
- Where required, structural pavement condition surveys will be completed.
- Ongoing inspections will record any construction-related damage.
- Post-construction surveys will be undertaken to assess and repair any identified deterioration.

3.3.5 SIGNAGE AND CONSULTATION

The Contractor will undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage will be installed prior to works commencing on site.

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage will be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks.

In summary, the Contractor will be required to ensure that the following elements are implemented:

- Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements.
- Provision of temporary signage indicating site access route and locations for contractors and associated suppliers.
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

3.3.6 PEDESTRIAN SAFETY

The Contractor will ensure that there is adequate protection in place to prevent the fugitive loss of construction and demolition (C&D) waste being exported from the site to an appropriate licensed facility and the importation of construction materials such as concrete and stone. Such measures will ensure that no construction materials would affect any individual using local footpaths and other associated facilities.

- Daily inspections of hoarding and weekly thorough inspections will be conducted. Any defects will be attended to immediately.
- The gateman and traffic marshals will manage pedestrian safety, with dedicated pedestrian access routes provided.
- This approach will be adopted for internal site footpaths and external footpaths along the potential haulage routes.

No unauthorised pedestrian access to the Site by members of the public will be permitted.

3.3.7 PROGRAMME AND COORDINATION

In order to reduce impacts on local communities, residents and stakeholders adjacent to the proposed site, it is proposed that:

- The Contractor will coordinate deliveries with other Europort construction projects and Local Authorities to minimise overlap.
- The Contractor will be required to schedule deliveries in such a way that construction activities and delivery activities do not cause excessive traffic congestion on the approach roads to the site. e.g., avoiding pouring of concrete at the same time as material deliveries arrive in order to reduce the possibility of numbers of construction delivery vehicles arriving on site simultaneously, resulting in build-up of traffic on the road network.
- The Contractor will be required to schedule deliveries to and from the proposed site such that traffic volumes on the surrounding road network are kept to a minimum.
- Deliveries will be avoided during community events (i.e., any major events in the area).
- Heavy Goods Vehicle (HGV) deliveries will avoid passing schools at opening and closing times where it is reasonably practicable.
- Deliveries of materials to site will generally be between the hours of 07:00 and 19:00 Monday to Saturday. No deliveries will be scheduled for Sundays or Bank Holidays. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times.

The construction period for the Proposed Development is anticipated to be approximately 24 months from the commencement of the site works.

3.3.8 TRAFFIC SPEED MANAGEMENT

- All drivers will be briefed on adherence to posted speed limits.
- Construction traffic will be limited to 50 km/h in residential areas and 30 km/h near schools. Such recommended speed limits will only apply to construction traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

3.3.9 SPOIL AND WASTE TRANSPORT

- Spoil will be transported using 8-wheeler muck-away lorries, covered before leaving site.

- All lorries will be escorted by traffic marshals.

3.3.10 ROAD CLEANING AND CONDITION MONITORING

- Road sweeping will be undertaken to remove project-related debris deposited by construction/delivery vehicles and will be disposed of at a licensed waste facility.
- The haul route condition will be documented through pre-construction and post-construction video and photo surveys.
- Any damage attributable to the project will be repaired in consultation with the Local Authority, i.e., Wexford County Council.
- Contractors will evaluate material loads and ensure lorries are covered where necessary to minimise dust.
- Measures to prevent fugitive losses include tarpaulin covers and enclosed transport units.
- Haul routes will be visually monitored throughout construction.
- Pre-construction surveys will include video footage and photographic records of roads, boundaries, bridges, culverts, and overhead services.
- Where required, structural pavement condition surveys will be completed.
- Ongoing inspections will record any construction-related damage.
- Post-construction surveys will be undertaken to assess and repair any identified deterioration.

3.3.11 VEHICLES

A variety of vehicles may be used, including (but not limited to):

- Abnormal Load HGV
- HGV
- Rigid Truck
- Box Van
- Panel Van
- Concrete Truck
- Concrete Pump Truck
- Mobile Crane (various sizes)
- Excavators (various sizes)
- Dump Truck
- Specialist vehicles may be required on occasions
- Details of size and weights of vehicles will be confirmed on appointment of a Contractor.

3.3.12 DUST, NOISE AND WATER QUALITY CONTROL

The Contractor is responsible for implementing mitigation measures as outlined in the following sections of this oCEMP:

- Section 3.8: Water Quality Management Plan
- Section 3.9: Dust Management Plan
- Section: 3.11: Noise and Vibration Management.

3.3.13 COORDINATION AND HOLDING AREA

- A holding area for up to 10 delivery trucks will be established on site to prevent congestion of the N25 from construction traffic.
- Traffic marshals will coordinate vehicle movements with the logistics manager.
- Unscheduled deliveries will be turned away.
- A copy of the delivery schedule will be issued to the traffic marshals, gateman and Contractors' supervisors every morning so that everyone is aware and can make provision for when respective deliveries arrive.

3.3.14 REFUELLING AND SPILL CONTROL

- Refuelling will occur in designated bunded areas, which will employ pollution control mechanisms to prevent escape of fluids to local water courses including the sea.
- Daily checks of equipment for leaks or wear will be conducted.
- Spill kits will be available onsite at all times.
- All small plant such as generators and pumps will be bunded and stood in drip trays capable of holding 110% of their tank contents. The pipes will vent downwards into the bund.
- Waste oils, empty oil containers and other hazardous wastes will be disposed of in accordance with the requirements of the Waste Management Act, 1996, as laid out in the Construction Waste Management Plan (refer to section 3.2).

The Local Authority will be informed immediately of any spillage or pollution incident that may occur on-site during the construction phase.

3.3.15 SITE TIDINESS AND HOUSEKEEPING

- All waste materials arising during the works will either be immediately taken to a location from which discharge to local water courses cannot take place or temporarily stored/covered to prevent washout.
- Contractors will clear all equipment and temporary structures upon completion.
- The site will be left in a safe and clean condition.

3.3.16 MONITORING AND RECORD KEEPING

- Monitoring procedures will be implemented to ensure compliance with the CTMP and the CEMP.
- Complaints will be logged, investigated and addressed by the relevant Liaison Officer.

3.3.17 COMPLAINTS HANDLING

- The Contractor will maintain a log of site complaints detailing:
  - Name and address of complainant
  - Time and date complaint was made
  - Likely cause or source of nuisance
  - Weather conditions (e.g., wind speed and direction)
  - Investigative and follow-up actions taken.

All complaints will be reviewed by the relevant Liaison Officer, and appropriate corrective measures will be implemented.

3.3.18 EMERGENCY PROCEDURES

- Access for emergency vehicles will be ensured.
- Emergency contact details will be shared with Local Authorities.
- The Contractor will develop and implement procedures to handle emergency incidents, including spillage or health and safety events
- The Contractor will provide Local Authorities and emergency services contact details of the Contractor's personnel responsible for construction traffic management.
- In the case of an emergency the following procedure will be followed:
  - Emergency Services will be contacted immediately by dialling 112
  - Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner
  - The emergency will then be reported to the Site Team Supervisors and the Safety Officer. All construction traffic will be notified of the incident (where such occurs off site)
  - Where required, appointed site first aiders will attend the emergency immediately
  - The Safety Officer will ensure that the emergency services are en-route.

3.4 MAJOR INCIDENT RESPONSE MANAGEMENT PLAN

The Framework for Major Emergency Management (2006) sets out the arrangements, by which the principal response agencies will work together in the management of large-scale incidents onshore. In the case of an Irish marine emergency, the primary responsibilities at sea, for saving life and on-scene coordination, rest with the Irish Coast Guard. Arrangements are in place for Wexford Co. Council to provide assistance during marine incidents, under the coordination of the Irish Coast Guard. However, some marine emergencies will have significant consequences for principal response agencies ashore, for which an integrated inter-agency response will be required. Where such a response is required, Wexford Co. Council will coordinate the onshore response, through the activation of a local coordination centre based in County Hall and an on-site coordination centre in either the Customs Car Hall or the Conference Room.

The Rosslare Europort Port Emergency Plan is issued for the guidance of all Iarnród Eireann staff that may be involved in dealing with a Marine or Terminal incident that occurs either within the Port of Rosslare Europort, its Approaches, or on passage to or from the Port. The Plan is divided into sections to cover the areas where it is considered represent the greatest risk and it ranges from an incident to a vessel alongside to an incident on board a vessel being handled by the Irish Coast Guard.

In the event of a major incident or emergency, the Rosslare Europort Port Emergency Plan will be followed. This plan, already in effect as part of port-wide emergency management procedures, outlines coordinated responses involving port operators, emergency services, and relevant authorities.

A copy of the (2023–2025) Rosslare Europort Port Emergency Plan is provided in Appendix C of this oCEMP.

3.5 POLLUTION INCIDENT RESPONSE PLAN

A project-specific Pollution Incident Response Plan (PIRP) will be implemented by the Contractor as part of the CEMP. This will be designed to prevent and manage pollution risks associated with construction-phase works, including hazardous material storage, fuel handling, wastewater, and chemical use. The PIRP will include:

- Emergency response protocols and reporting procedures
- Training requirements for staff in handling spills or leaks
- Locations and maintenance of emergency spill kits
- Contact details for site management, emergency services, and the Harbour Master.

The PIRP will complement and integrate with the Rosslare Europort Oil and HNS Spill Contingency Plan (OSCP) – Version 7 (2025), which has been prepared by Rosslare Europort in accordance with the Sea Pollution (Amendment) Act, 1999 and the Irish Coast Guard’s (IRCG) expanded contents template (Annex 3). Coordination with the Harbour Master will ensure consistency in emergency procedures both on land and within harbour limits.

The OSCP has been constructed to guide Iarnród Éireann's Rosslare Europort personnel to effectively and efficiently respond to and manage an oil or HNS spill incident originating from operations within their area of jurisdiction. The plan details the responsibilities and actions to be taken by Rosslare Europort Incident Management Team (IMT) and front-line response teams during the response to a pollution incident.

The requirement for Sea Ports and oil/HNS handling facilities to have an OSCP is a result of the Irish Coast Guard (IRCG) ratifying, or considering ratification, of various international instruments relating to preparedness and response to marine oil or HNS pollution including the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substance, 2000 (OPRC-HNS Protocol) amongst many others stated in the National Maritime Oil/HNS Spill Contingency Plan 2020 (NMOSCP).

The OSCP satisfies the requirements of the following key national acts:

- Sea Pollution Acts 1991 to 1999;
- Pollution of the Sea (civil Liability and Compensation) Acts 1988 to 2005;
- Sea Pollution (Miscellaneous Provisions) Act 2006;
- Merchant Shipping (Salvage and Wreck) Act 1993; and
- European (Vessel Traffic Monitoring Information System) Regulations 2010.

The geographic scope of the OSCP is the waters within the Rosslare Europort Harbour Limit and the shorelines owned by Iarnród Éireann.

The primary objectives of the Rosslare Europort OSCP are as follows:

- To ensure the safety of Rosslare Europort personnel throughout the response to a pollution incident; To assess the pollution risk of Rosslare Europort's operations and ensure sufficient preventative and response measures are in place to ensure the risk of a pollution incident "as low as reasonably practicable" (ALARP);
- To detail the internal and external notification processes and set-in motion practices for an integrated efficient pollution response;
- To ensure the timely mobilisation of resources, both personnel and equipment, to combat a pollution incident with the geographical scope of this plan;
- To have in place actions and procedures to ensure the response to a pollution is both timely and effective in mitigating any deleterious impact on vulnerable socio-economic and environmental receptors; and,
- To be compliant with regulatory and best practice guidance on pollution preparedness and response.

A copy of the Rosslare Europort OSCP – Version 7 (2025) is provided in Appendix D, and the PIRP will be implemented in full coordination with this existing plan under the direction of the Harbour Master.

3.6 OIL SPILL RESPONSE PLAN

General water quality effects may arise from construction-related sources such as machinery, temporary storage of fuel and chemicals, and marine plant or vessel operations. To mitigate these risks, the following measures will be implemented:

- All polluting liquids (e.g., fuel, oil, chemicals) will be stored on an impervious base within secure, bunded areas as per Guidance for Pollution Prevention (GPP) GPP2 and GPP26 guidelines (DEFRA, 2017; 2021)
- Refuelling operations will follow the GPP7 (DEFRA, 2011) guidance to avoid spillages
- Storage areas will be located a minimum of 10m from any watercourses
- Regular inspections of plant and equipment will be undertaken, supported by a maintenance checklist
- Spill kits will be available on site and all staff trained in their use.

Mitigation measures also include reliance on the Rosslare Europort OSCP – Version 7 (2025), which outlines the formal spill response procedures for incidents occurring within the harbour area. The plan is already in place at Rosslare Europort and has been included in this oCEMP as Appendix D.

This document:

- Guides port personnel and the Harbour Master in responding to pollution events
- Describes tiered spill response strategies based on volume, substance, and sensitivity
- Details coordination procedures with Wexford County Council’s Coastal Pollution Plan and other statutory bodies.

In addition:

- A copy of each vessel’s Shipboard Oil Pollution Emergency Plan (SOPEP) will be held by the Harbour Master
- All vessels involved in the works will be MARPOL (the International Convention for the Prevention of Pollution from Ships) compliant and fully certified under national and international maritime law
- There will be no planned discharges of harmful substances from vessels.

3.7 NAVIGATION MANAGEMENT PLAN

The objective of the Navigation Management Plan (NMP) is to ensure that the embedded navigational risk mitigation measures set out in EIAR Chapter 20: Shipping and Navigation and the Navigation Risk Assessment contained in EIAR Technical Appendix 20 are fully implemented. The NMP will ensure safe coordination of marine activities during the construction phase of the Proposed Development at Rosslare Europort and minimise any risk to vessel traffic, port operations, or maritime safety.

- Potential navigational risks during construction include:
    - Increased vessel activity within port limits due to dredging, piling, and barge operations
    - Risk of collision, allision, grounding or vessel breakout during marine works
    - Temporary obstruction or interaction with RoRo, freight, pilotage or small craft movements
    - Potential disruption to Search and Rescue (SAR) access or port emergency responses.

Mitigation will be primarily delivered through adherence to Rosslare Europort's Local Port Services (LPS), which operate under the authority of IÉ and the Harbour Master (Appendix B). The LPS provides a live operational framework for vessel movement management and marine safety.

Embedded coordination to be provided in the form of Standard Operating Procedures (SOP's) for Rosslare Europort (to be appended to the Rosslare Europort LPS) includes:

- All marine construction activities (e.g., dredging, barge movements) will be scheduled through the Harbour Master
- Vessel arrivals/departures will follow LPS notification procedures, with clearance required
- Remote pilotage support and berthing coordination will be implemented as needed
- Meteorological and hydrographic conditions will be monitored using LPS systems.
- Integration with CEMP:
- A detailed marine method statement will be submitted by the Contractor and reviewed in consultation with the Harbour Master
- Marine plant and vessel movements will be coordinated to avoid interference with existing port operations
- Vessels must comply with national and international maritime legislation (e.g., the International Convention for the Safety of Life at Sea) SOLAS, MARPOL).
- Use of Established Emergency Response Protocols:
    - The plan will link with the Rosslare Europort Oil and HNS Spill Contingency Plan (OSCP – Version 7, 2025)
    - All vessels used will carry valid Shipboard Oil Pollution Emergency Plans (SOPEPs), submitted to the Harbour Master annually or following major updates
    - Close liaison will be maintained with Wexford County Council's Marine Officer in line with the Coastal Pollution Plan.

The Navigation Management Plan will be managed by the Contractor in coordination with Rosslare Europort's Harbour Master and Environmental Manager.

Any exceedances, near misses or deviations from agreed procedures will be recorded, reviewed and used to inform adaptive management strategies. This plan will be reviewed and updated as required based on project phasing, LPS updates, or Port Authority requirements.

3.8 WATER QUALITY MANAGEMENT PLAN

The objective of the Water Quality Management Plan (WQMP) is to ensure that mitigation measures outlined in Appendix A are fully implemented in relation to relevant construction activities and that effective monitoring is carried out to safeguard water quality during the construction phase of the Proposed Development.

3.8.1 DREDGING AND RECLAMATION INTERFACE

While dredging and reclamation works are managed under a separate Dredging Management Plan (DMP) (section 3.12), key water quality mitigation measures are aligned with this WQMP. The DMP outlines detailed sediment containment methods, turbidity control procedures (including the weir box system), and monitoring protocols. Locations of relevant water management features are shown in Figure 1.3 and Figure 3.1.

3.8.2 KEY MITIGATION MEASURES

This WQMP focuses on three core elements:

- Preventing sediment release from land-based activities
- Managing construction runoff and temporary works near the shoreline
- Responding to pollution events, including fuel and chemical spills.

Mitigation measures are outlined in section 3.8.2.1 to section 3.8.2.3.

3.8.2.1 SUSPENDED SEDIMENT AND EROSION CONTROL

- Silt fencing or similar barriers will be installed along runoff paths from material stockpiles to intercept sediment.
- A proposed weir box will be provided to control suspended sediments within the marine reclamation area, to mitigate potential impacts to the marine environment.
- Wheel wash areas, silt traps, and bunded drainage will prevent sediment migration from haul roads and working areas.
- Where dewatering is required, water will be settled and treated before discharge.

3.8.2.2 CONCRETE AND CEMENT MANAGEMENT

- All concrete washout areas will be located greater than 10m from water bodies.
- Fresh concrete use near tidal or marine environments will utilise fast-setting mixes to reduce leaching.
- Closed-circuit washout and designated bunded storage will be implemented.

3.8.2.3 POLLUTION PREVENTION (OILS, FUELS, CHEMICALS)

- All hazardous materials will be stored in bunded, impervious areas with spill containment.
- Refuelling will be carried out in designated areas away from water and under supervision.

- A Pollution Incident Response Plan (PIRP) will be maintained on-site, see also section 3.5, and all staff trained in spill response procedures.
- Fuel storage, refuelling operations, and spill response will be carried out in accordance with measures outlined in the CTMP and adhere to best practice pollution control protocols. All refuelling will be restricted to a designated compound equipped with bunds and spill kits.

3.8.3 MONITORING AND COMPLIANCE

A Construction Phase Water Quality Monitoring Programme will be developed by the Contractor, which will include:

- Deployment of automated turbidity sensors at agreed locations downstream of the weir-box to establish baseline suspended solids and turbidity levels and monitor construction phase levels of same
- Setting trigger levels for turbidity/suspended solids, with defined response actions (e.g., raising weir height, suspending discharge as detailed in Section 3.12)
- Regular visual inspections, audits, and real-time reporting to confirm mitigation effectiveness
- All monitoring data and exceedance events will be recorded and reported to the Environmental Manager, who will liaise with IÉ and statutory authorities as required.

3.9 DUST MANAGEMENT PLAN

Dust may be generated during certain construction activities, particularly during dry or windy weather. To minimise dust impacts on nearby receptors, the Contractor will be responsible for preparing a detailed Dust Management Plan prior to commencement of works.

As a general approach:

- Dust-generating activities will be monitored and managed based on weather conditions and site-specific risk.
- Water will be used as required to suppress dust from roads, exposed surfaces, and stockpiles.
- Vehicle speeds on site will be controlled to minimise dust lift.
- Spoil disposal lorries are to be covered and wheel-washing facilities to be used before vehicles re-enter the public road network. These measures will also reduce fugitive dust emissions in the vicinity of the site.
- Where necessary, wheel washing and road sweeping may be used to prevent dust or dirt tracking onto public roads.
- Stockpiles and material handling will be managed to reduce wind exposure.
- Dust control measures will be adjusted as needed depending on conditions. If monitoring is required under planning or licence conditions, it will be undertaken in line with best practice.

3.10 ARCHAEOLOGY MANAGEMENT PLAN

An Archaeology Management Plan (AMP) will be prepared by the Contractor to set out protocols for managing archaeological risk during all ground-disturbing activities, including dredging, reclamation, and terrestrial works. The AMP will detail roles, licensing requirements, monitoring procedures, and reporting obligations.

An outline of key elements expected in the AMP is provided hereunder.

3.10.1 RETENTION OF A PROJECT ARCHAEOLOGIST

A suitably qualified archaeologist, experienced in both terrestrial and maritime archaeology, will be retained for the duration of all relevant construction works. The archaeologist will coordinate monitoring efforts and liaise with statutory authorities as needed.

3.10.2 ARCHAEOLOGICAL LICENCES

All archaeological works will be conducted under licences granted by the Department of Housing Local Government and Heritage (DHLGH). Licence applications will include detailed method statements and rationale for the works. At minimum, the following licence types may be required:

- Excavation licence – for monitoring and investigative works
- Detection licence – for the use of metal detectors
- Dive Survey licence – in case underwater inspections are necessary.

Licences can take a minimum of four weeks to process, and advance planning will be essential to avoid construction delays.

3.10.3 ARCHAEOLOGICAL MONITORING

All dredging, land reclamation, foreshore, and terrestrial works will be subject to archaeological monitoring by licensed archaeological personnel. Monitoring will be conducted in a safe and controlled environment and will include an agreed finds retrieval strategy in accordance with National Museum of Ireland protocols.

3.10.4 UNEXPECTED DISCOVERIES OF ARCHAEOLOGICAL MATERIAL

In the event that potential archaeological features or artefacts are uncovered, the following protocol will apply:

- Works in the immediate area will cease
- The onsite archaeologist will inspect and assess the material
- If confirmed as archaeologically significant, full recording of the material will be undertaken
- Where avoidance is not possible, excavation may be recommended and agreed with DHLGH
- Any such areas may be temporarily fenced or buoyed, and machinery traffic will be rerouted to avoid damage. Spoil will not be deposited over identified or potential archaeological features.

3.10.5 ARCHAEOLOGICAL DIVE TEAM PROTOCOL

If material of archaeological interest is identified during seabed works, a licensed archaeological dive team will be mobilised to assess the find and carry out rescue excavation, if necessary. All in-water works will conform to the Safety, Health and Welfare at Work (Diving) Regulations (S.I. No. 254 of 2018, as amended) and the Port's diving protocols.

3.10.6 SECURE STORAGE OF ARTEFACTS

- Wet storage facilities will be provided on site for the secure temporary storage of recovered artefacts until they can be properly conserved and transferred in line with National Museum of Ireland requirements.
- Buoying/fencing of any such areas of discovery will be necessary if discovered during excavation.
- Machinery traffic during construction will be restricted to avoid any identified archaeological site/s and their environs.
- Spoil will not be dumped on any of the selected sites or their environs.
- All site work will be conducted in strict compliance and accord with STATUTORY INSTRUMENTS: S.I. No. 299 of 2007: Safety, Health and Welfare at Work (General Application) Regulations, 2007; and STATUTORY INSTRUMENTS: S.I. No. 254 of 2018 as amended by S.I. No. 180 of 2019, HSA Safety, Health and Welfare at Work (Diving) Regulations, 2018-2019, where required.

3.10.7 POST-EXCAVATION REPORTING

In line with licensing conditions, a detailed post-construction archaeological report will be submitted to DHLGH within 12 months of completion of site works. Each report will be specific to its licence and prepared to publication standard, including full illustration and analysis of all archaeological finds, features, and stratigraphy, supported by specialist reports.

Artefacts will be recorded, conserved, and stored in accordance with the requirements of the National Museum of Ireland.

3.11 NOISE AND VIBRATION MANAGEMENT PLAN

Construction works associated with the Proposed Development have the potential to generate noise and vibration impacts on nearby receptors, particularly during activities such as piling, dredging, excavation, and material handling. A site-specific Noise and Vibration Management Plan (NVMP) will be prepared by the appointed Contractor, taking account of the guidance in BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, and the recommendations outlined in the EIAR.

3.11.1 HOURS OF OPERATION

Working hours will be reflected in the site-specific Noise and Vibration Management Plan prepared by the Contractor, with appropriate mitigation and communication protocols in place to manage any associated noise impacts.

3.11.2 GENERAL MITIGATION MEASURES

The Contractor will implement appropriate noise and vibration control measures based on the nature of works, proximity to sensitive receptors, and prevailing environmental conditions. These may include:

- Use of quiet or low-noise equipment, where practicable
- Fitting acoustic enclosures, lagging or mufflers to plant such as pumps, compressors, generators, and piling rigs
- Positioning plant and materials handling areas away from noise-sensitive boundaries and orienting directional noise sources away from receptors
- Avoiding dropping of materials from height and using lined chutes or resilient pads where needed
- Switching off engines or throttling down during periods of inactivity
- Maintaining equipment regularly to prevent unnecessary noise increases
- Use of temporary acoustic barriers or demountable enclosures, especially when hand tools are operated near sensitive receptors.

3.11.3 VIBRATION CONTROLS

Where vibration-generating equipment (e.g., piling rigs or breakers) is used in proximity to sensitive structures, the Contractor will:

- Apply best practicable means to limit vibration
- Monitor vibration levels where required to confirm compliance with threshold limits
- Implement buffer zones or alternative construction methods, if needed, to avoid exceeding acceptable vibration levels.

3.11.4 COMMUNICATION AND LIAISON

Advance notice will be provided by the Community Liaison Officer to affected parties ahead of particularly noisy or vibration-intensive activities (e.g., piling, blasting).

3.11.5 MONITORING AND COMPLIANCE

Noise and vibration monitoring requirements will be determined by the Environmental Manager and may be undertaken at locations close to sensitive receptors, particularly during high-risk activities. This may include:

- Baseline measurements before commencement of major works
- Periodic monitoring during piling or 24-hour dredging
- Use of trigger levels based on EPA, planning, or BS 5228 guidance
- Investigation and mitigation in the event of exceedances or complaints.

Monitoring results will be reviewed by the Environmental Manager and corrective actions taken where required.

Table 3.2: Responsibilities

Role	Responsibility
Contractor	Prepare NVMP, implement mitigation, conduct monitoring, maintain noise log
Environmental Manager	Review compliance, liaise with authorities and stakeholders
Community Liaison Officer	Manage communications with residents and businesses
Fisheries Liaison Officer	Manage communications with fishers and small boat harbour users
Site Operatives	Follow good practice measures and report any issues or complaints

3.12 DREDGING MANAGEMENT PLAN

A Dredging Management Plan (DMP) will be prepared by the appointed Contractor following assignment and submitted as part of the final Construction Environmental Management Plan (CEMP). The DMP will define the Contractor's methodology for executing all dredging works and for managing reclamation-related discharge, including the use of sediment control measures and monitoring protocols, in accordance with environmental requirements and regulatory approvals:

- Dredged material will be placed within a contained reclamation area
- Displaced seawater will be discharged through a weir-box system, which can be raised or lowered to manage turbidity
- Turbidity will be monitored continuously using in-situ turbidity meters, with correlation to laboratory-derived suspended sediment thresholds
- The weir-box will be actively adjusted in real-time to retain sediment-laden water until settlement occurs, ensuring controlled discharge of cleaner water.

Implementing the DMP will ensure that dredging activities are conducted in a manner that protects water quality and minimises environmental impacts, particularly with regard to suspended sediment and turbidity. It should be read in conjunction with the WQMP (section 3.8), which outlines broader water quality safeguards and compliance monitoring applicable across all construction activities.

The DMP will be informed by the parameters and sequencing outlined in the Proposed Development Description (EIAR Chapter 6) and will include, but not be limited to, the following components:

- Dredging Methodology: Detailed description of the dredging approach selected (e.g., use of Cutter Suction Dredger, Trailer Suction Hopper Dredger, or Backhoe Dredger), sequencing of dredging activities, and equipment specifications
- Reclamation and Spoil Management: Procedure for pumping or transferring dredged material into the contained reclamation area, with specification of how spoil will be managed to avoid overfilling and minimise environmental risk

- Weir-Box Operation and Sediment Control: Description of how the weir-box will be operated to control the release of return water from the reclamation area. The plan will outline how the weir-box will be actively adjusted in response to flow and settlement conditions to reduce the release of suspended solids during peak inflows.
- Turbidity Monitoring: A programme of in situ turbidity monitoring will be implemented during all phases of dredging and reclamation to ensure compliance with relevant suspended sediment thresholds.

The works contractor will implement monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort to identify any increased SSC that arises and will implement controls if the SSC limit of 300mg/l is breached at the monitored locations.

Monitoring will comprise one offshore buoy in a typically up-current location and another buoy in a typically down-current location corresponding to locations to the east of the dredged boundary and the north-west of the dredged boundary to detect increased SSC from dredging activities and release of sediment from the reclamation area through the weir-box. The tide tends to flow east to north-west and vice-versa between flood to ebb. The buoys will be positioned approximately 300m outside the boundary of dredging and outside of regular navigation routes for RoRo vessels and construction plant (Figure 3.1). The background reading will be read from the up-current monitoring buoy, and the assessment of turbidity will be read from the down-current monitoring buoy. Up-current and down-current positions must be swapped between flood and ebb tidal cycles.

This limiting control value of SSC will be correlated with Notional Turbidity Units (NTU) for samples of sediment initially recovered from the site prior to commencement. This allows instantaneous readings to be taken with real-time NTU meters on the monitoring buoys which are matched to suspended sediment values. The buoys will be set to relay real-time events (including trigger values) and warn the contractor of high values of suspended sediment. Dredging and reclamation area infilling may lead to an increase in suspended sediment levels within the water column. Close monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort will be undertaken to identify any increased SSC that arises.

If SSC increases deviate above the maximum medium turbidity level (i.e. 300 mg/l), the weirbox will be raised in steps, to its maximum elevation to control release of suspended sediment. Should this action not be sufficient, a thorough review of construction techniques will be undertaken by the contractor undertaking the works to identify areas for enhancement and prevent recurrence. Steps to prevent recurrence will include reconfiguring the settlement lagoon/weirbox and stopping dredging for periods of time.

- The plan will detail:
    - Turbidity trigger levels and the correlation with laboratory-derived suspended sediment concentrations
    - Monitoring locations and frequency
    - Real-time decision-making procedures (e.g., raising or lowering the weir-box) to maintain control of discharges to receiving waters

- Contingency Measures: Proposed corrective actions to be implemented in the event of exceedances of turbidity thresholds or failure of sediment control measures
- Environmental Protection Commitments: Confirmation that all dredged material will be beneficially reused within the site for land reclamation, with no disposal at sea, in line with agreement with the EPA and as described in the EIAR
- Compliance and Approvals: The DMP will be submitted to relevant statutory bodies, as required, prior to the commencement of dredging.

3.13 ORNITHOLOGY MANAGEMENT PLAN

The Ornithology Management Plan (OMP) will be implemented by the appointed Contractor as part of the Construction Environmental Management Plan (CEMP), in line with commitments outlined in the EIAR. To support biodiversity and enhance nesting opportunities post-construction, a targeted measure for black guillemots will be implemented.

3.13.1 BIODIVERSITY ENHANCEMENT MEASURE – BLACK GUILLEMOTS

- A total of ten artificial nest sites will be installed upon completion of construction to support breeding opportunities for black guillemots.
- These nest sites may include in-built features or bolt-on nest boxes integrated into quayside or seawall infrastructure, based on suitable examples trialled at other Irish ports (e.g., Dublin Port).
- The design and siting of artificial nest boxes will be informed by best practice (e.g., ALC Nature, 2024) and undertaken under the supervision of the ECoW to ensure that the nests are:
  - Appropriately sheltered, at optimal height, and of favourable aspect (oriented to face open water with minimal exposure to prevailing winds or harsh weather conditions) relative to the water
  - Located where they will experience minimal disturbance from regular port operations
  - Placed in locations that mimic the conditions used by the existing population.

The aim is to provide up to ten artificial nest sites, with the expectation that at least five will be occupied by Black Guillemots. This target accounts for an approximate 50% uptake rate, which is consistent with the readiness of Black Guillemots to colonise suitable artificial structures where natural crevices are limited. This success has been demonstrated in various enhancement schemes, including notable examples at Dublin Port, Ireland, and Bangor Marina, Northern Ireland, where artificial provisions have significantly contributed to local breeding populations.

3.13.2 PROPOSED MONITORING

Following completion of construction works, a series of bird surveys will be carried out to monitor bird usage of the area. The bird survey programme will be based on the bird monitoring requirements as described in Appendix A.

Maintenance and periodic monitoring of the installed nest sites will be undertaken in the early operational phase to assess uptake and condition, with input from the ECoW as needed.

All post-construction monitoring and reporting requirements will be agreed with NPWS and the planning authority prior to commencement of survey work.

3.14 INVASIVE SPECIES MANAGEMENT PLAN

No Invasive Alien Species (IAS) were recorded during terrestrial or marine benthic surveys undertaken to inform the EIAR. However, precautionary measures will be adopted to prevent the unintentional introduction or spread of IAS during the construction phase of the Proposed Development, particularly via vector pathways such as contaminated machinery, imported soils, spoil, or rock armour.

This ISMP outlines the contingency approach to IAS risk management in accordance with:

- European Regulation (EU) No. 1143/2014 on the prevention and management of the introduction and spread of IAS
- European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011), as amended
- National Biodiversity Action Plan 2023–2027
- Transport Infrastructure Ireland (TII) Guidelines on the Management of Noxious Weeds and Non-Native Invasive Plant Species on National Roads (TII, 2021).

3.14.1 PREVENTION AND BIOSECURITY

Although no IAS were identified at baseline, the following preventative measures will be adopted:

- All plant, vehicles, and equipment entering the site will be cleaned and inspected to ensure they are free from soil, seeds, plant fragments or aquatic organisms
- Imported soils, stone, and rock armour will be sourced only from quarries and suppliers that provide documented assurance of freedom from invasive species and contaminant propagules
- Spoil handling protocols will ensure any excavated material is stored securely and managed in a way that prevents establishment of IAS
- Where rock armour is imported, particular attention will be paid to ensuring it is sourced from coastal or marine locations known to be free of invasive marine species (e.g., carpet seasquirt (*Didemnum vexillum*) or American slipper limpet (*Crepidula fornicate*)).

3.14.2 ACTION IF IAS ARE ENCOUNTERED

Should any IAS be identified during the construction phase:

- The Environmental Manager will be notified immediately
- An Eco will inspect and identify the species and determine whether notification to the National Parks and Wildlife Service (NPWS) is required under Regulation 49 of S.I. 477/2011

- Management will follow best practice guidance using species-appropriate methods (e.g., physical removal, herbicide, containment)
- If infested material (e.g., soil or spoil) is encountered, it will be isolated, appropriately treated, and disposed of in accordance with the Waste Management Act 1996 and IAS-specific protocols.

3.14.3 TRAINING AND MONITORING

- Toolbox talks and staff induction will include awareness on IAS, biosecurity protocols, and steps to take if IAS are suspected.
- Ongoing site inspections will include checks for IAS in high-risk locations such as soil storage areas, haul routes, and drainage features.

3.14.4 POST-CONSTRUCTION MEASURES

- A post-construction site walkover will be undertaken by the EcoW to check for establishment of any invasive species on disturbed ground.
- If any IAS are detected, appropriate eradication measures will be implemented in consultation with the NPWS.

3.15 MARINE MAMMAL MANAGEMENT PLAN (MMMP)

The following precautionary measures will be implemented during the construction phase of the Proposed Development to minimise the risk of injury or disturbance to marine mammals and otter within the area of influence. These measures have been developed in accordance with the NPWS "Guidance to Manage the Risk to Marine Mammals from Man-made Sound Sources in Irish Waters" (DAHG, 2014) and represent current best practice in underwater noise mitigation.

The primary objectives of the MMMP are to:

- Avoid or minimise the potential for injury (e.g., Permanent Threshold Shift, PTS) and behavioural disturbance (e.g., displacement) of marine mammals during piling, dredging, blasting (if required), and sediment dumping activities
- Ensure compliance with relevant national guidance and any updated statutory requirements that may be issued before or during the construction phase
- Establish a robust monitoring and reporting framework to support adaptive management where required.

This MMMP will be prepared in accordance with the following key guidance documents:

- JNCC (2025) Guidelines for Minimising the Risk of Injury to Marine Mammals from Piling Noise and Explosive Use. Joint Nature Conservation Committee, Peterborough, UK
- NPWS (DAHG, 2014) *Guidance to Manage the Risk to Marine Mammals from Man-made Sound Sources in Irish Waters.* National Parks & Wildlife Service, Department of Arts, Heritage and the Gaeltacht, Dublin

- Schaffeld, T., Ruser, A., Woelfing, B., Baltzer, J., Kristensen, J. H., Larsson, J., Schnitzler, J. G., & Siebert, U. (2019) *The use of seal scarers as a protective mitigation measure can induce hearing impairment in harbour porpoises.* The Journal of the Acoustical Society of America, 146(6), 4288. https://doi.org/10.1121/1.5135303

Mitigation will be achieved through implementation of the NPWS (DAHG, 2014) Guidelines and application of a Monitored Zone (MZ) around relevant construction activities. Should updated statutory guidance superseding the 2014 NPWS document be issued prior to or during construction, the most current guidance will be followed.

The measures outlined below apply to all relevant construction-phase activities, including piling, blasting (if required), dredging and dumping of dredged material. The approach adopts the precautionary principle, while integrating site-specific refinements such as the use of contained or partially enclosed bunded areas to reduce underwater noise transmission.

- A trained and experienced Marine Mammal Observer (MMO) or MMOs will be appointed to monitor for marine mammals during piling, dredging, dumping of sediment, rock placement and blasting operations. The MMO(s) will scan the surrounding area to ensure no marine mammals are in the pre-determined exclusion zone in the 30-minute period prior to operations. The appropriate MZ recommended by NPWS (DAHG, 2014) will be implemented for dredging works, including dumping, piling and blasting activities.
- For rock placement within the bunds, MMOs will ensure no marine mammals are present within contained (small boat harbour) and partially enclosed (ORE berths) bunded areas by conducting a 30-minute pre-watch prior to any rock placement activities. The 30-minute pre-watch is only required if the MMO has not been continuously present leading up to the rock placement activities. For example, if the MMO is already conducting a pre-watch during dredging operations, this monitoring will continue through the dredging activities and the transit from the Dredging Area to the Reclamation Area, covering the requirements for rock placement. If rock placement occurs prior to or following dredging activities, the pre-watch can be coordinated to include all activities within a single continuous monitoring period.
- MMOs must be located on an appropriate elevated platform from which the entire MZ can be effectively covered without any obstruction of view. MMOs will be positioned as near to the centre of the MZ as is practicable, i.e., adjacent to the sound source.
- Noise-producing activities will only commence in daylight hours where effective visual monitoring, as performed and determined by the MMO, has been achieved. Where effective visual monitoring is not possible, the sound-producing activities will be postponed until effective visual monitoring is possible. Visual scanning for marine mammals will only be effective during daylight hours and if the sea state is World Meteorological Organisation (WMO) Sea State 4 (≈Beaufort Force 4 conditions) or less.
- A clear communication protocol, agreed onsite, will be established between the MMO and the Works Superintendent to confirm whether the relevant activity may proceed or resume following a break. Activities will only commence or resume upon positive confirmation from the MMO.

- All marine mammal detections will be systematically recorded, encompassing both sightings observed during formal monitoring watches and incidental observations made outside of these designated periods, including observations made by additional personnel on board. Detailed records of all marine mammal sightings documented will be reported to the NPWS.
- Any approach by marine mammals into the immediate (<50m) works will be reported to NPWS.

The MMO will keep a record of the monitoring and log all relevant events using standardised data forms available from NPWS and submit to the NPWS on completion of the works.

3.15.1 PILING SPECIFIC REMEDIAL AND MITIGATION MEASURES

The MZ recommended by DAHG (2014) is 1,000 m from the piling sound source, requiring a 30-minute pre-watch during which no marine mammals should be observed within the zone for piling activities to proceed.

To reduce underwater noise emissions during piling, rotary bored piling at the ORE berths will be conducted from land-based equipment positioned on sequentially constructed rockfill bunds. These bunds extend from the shore to create stable platforms and act as physical barriers, reducing sound transmission into the surrounding marine environment. In addition, at the Small Boat Harbour, where impact piling is required, a temporary closure will be formed prior to piling works taking place by extending the rock armour across the harbour entrance, creating a lagoon-like enclosure. This bunded lagoon is designed to attenuate impulsive piling noise before it propagates into the open sea.

Measures proposed to specifically reduce the potential impacts of noise from piling activities are:

- A ramp-up procedure prior to the commencement of piling will be implemented where it is practical and possible to do, gradually increasing underwater noise levels over 20 – 40 minutes after pre-start monitoring.
- Where the measures outlined for a ramp up procedure cannot be implemented, alternative approaches must be considered. These alternatives should involve introducing underwater acoustic energy in a consistent, gradual, and sequential manner over a period of 20 – 40 minutes before reaching the full required output.
- Once operations are underway with appropriate ramp-up, activities will continue regardless of night-time conditions, reduced visibility, or the presence of marine mammals within the MZ.
- If activities are paused for more than 30 minutes, pre-activity monitoring and ramp-up procedures will be conducted again prior to resuming, ensuring no marine mammals have entered the MZ during the pause in sound output. Consequently, if a pause of more than 30 minutes occurs during night-time or in conditions of reduced visibility, piling activities may only recommence once daylight hours or improved visibility conditions allow for effective monitoring.

- To quantify actual received sound levels and compliment the visual monitoring undertaken by the MMO in the MZ, real-time Static Acoustic Monitoring (SAM, Figure 3.1) will be implemented during the harbour seal breeding season (May to July) to monitor and manage noise levels from piling. The displacement threshold of 140 dB re 1 μPa^2 will be used as an underwater noise threshold during the harbour seal breeding season (May to July) to ensure the displacement threshold is not exceeded outside of the 1,000 m MZ, thereby preventing displacement outside of the 1,000 m MZ. If real-time SAM detects that noise levels exceed the displacement threshold beyond the 1,000 m MZ, the system will immediately alert the MMO, at which point piling operations will be ceased immediately. Appropriate adjustments will then be implemented to ensure that displacement thresholds remain below this level outside the MZ before piling can resume. As per NPWS guidance (DAHG, 2014), once piling operations are underway following the 30-minute pre-watch by the MMO and an appropriate ramp-up procedure, activities will continue regardless of the presence of a marine mammal within the MZ.

3.15.2 BLASTING SPECIFIC REMEDIAL AND MITIGATION MEASURES

The MZ recommended by NPWS guidance (DAHG, 2014) is 1,000 m from the blasting activities, requiring a 30-minute pre-watch during which no marine mammals should be observed within the zone for blasting activities to proceed.

The JNCC (2025) guidelines highlight that Acoustic Deterrent Devices (ADDs) are required for predicted injury ranges exceeding 1 km (i.e. the MZ), with the objective of encouraging marine mammals to vacate the area before detonation. While specific guidance on ADD use is not provided by NPWS (DAHG, 2014), reference has been made to the JNCC (2025) guidelines, which outline the most recent best practice in mitigating injury to marine mammals from underwater explosions.

Blasting will be conducted from land-based equipment operating on sequentially advanced rockfill bunds within the Proposed Development Boundary. The bunded environment provides a partial acoustic barrier that reduces underwater noise transmission during controlled rock blasting. Charges will be pre-drilled into the rock using copper pipes and will be limited in size to reduce peak noise levels.

Measures proposed to specifically reduce the potential impacts from blasting activities are:

- Minimising explosive quantities: Only the minimum quantities of explosives to achieve the desired result must be used. The duration of individual blasting events must also be minimised, with a series of smaller explosions favoured over fewer, larger explosions to reduce peak noise levels.

- Daytime scheduling: Blasting events will be scheduled to occur early in the day to allow for potential delays caused by marine mammal presence or poor sighting conditions within the immediate area of operations.

- Charge placement and containment: Where possible, individual explosive charges will be placed within a borehole drilled into the substratum or an excavated depression and with stemming material (e.g., loose gravels, clean angular crushed rock and/or overburden) to reduce noise propagation.

- Continuous monitoring: The MMO will be stationed in a fixed location that does not require relocation before the blast event. This ensures uninterrupted monitoring of the MZ throughout the pre-watch 30-minute period and up to the point of detonation. If a marine mammal enters the MZ at any time before detonation, the MMO will alert the Contractor to halt the blast.
- Use of Acoustic Deterrent Devices (ADDs): An ADD will be deployed by the MMO during the pre-start monitoring to encourage harbour porpoise to vacate the potential PTS zone of impact (1,630 m). As PTS and TTS zones of impact for all other hearing groups of cetaceans and phocid pinnipeds are predicted to remain within the 1,000 m MZ, ADDs operating at frequencies targeting these species are not required (JNCC, 2025). The following outlines specific ADD measures:
    - The ADD will be positioned as close as possible to the detonation location without risk of damage, ensuring effective deterrence.
    - Prior to ADD activation, a 30-minute visual search will be conducted to ensure no marine mammals are within 100 m of the device. If a marine mammal is detected within this distance, activation will be delayed until the animal moves further away (JNCC, 2025).
    - If a detonation is delayed due to marine mammal presence while the ADD is active, the device will remain on during the delay. Should the delay become extended, the ADD may be switched off to prevent habituation and then reactivated after 20 minutes to initiate a new startle response.
    - The duration of ADD operation will be determined in consultation with the relevant Statutory Body to ensure it is used for an appropriate period to allow harbour porpoise time to vacate the extended MZ (1,630 m PTS zone of impact) (DAHG, 2014).
    - ADD sound levels will be carefully managed to avoid overly strong behavioural reactions at close distances while ensuring effective deterrence.
    - ADD use does not replace visual monitoring; visual surveys will still be conducted alongside ADD deployment.
    - The effectiveness of ADD deployment will be continuously assessed by the MMO, and if a harbour porpoise remains within the extended 1,630 m MZ (PTS zone of impact for VHF cetaceans) despite activation, the blast will be delayed until the animal vacates the PTS zone of impact.
- Use of harbour porpoise-specific ADDs: To minimise the risk of TTS in harbour porpoises from high-intensity ADDs (Schaffeld, *et al.*, 2019), a harbour porpoise-specific ADD will be used, such as the FaunaGuard Porpoise Module or an equivalent device designed to emit high-frequency signals (60–150 kHz) at lower sound pressure levels and tailored to the specific needs of the target species, i.e., the harbour porpoise. These frequencies align with the hearing sensitivity of harbour porpoises, ensuring effective deterrence while reducing the risk of auditory injury (Schaffeld, *et al.*, 2019). Additionally, the device should incorporate a gradual ramp-up function to prevent sudden exposure to high sound levels and employ varied signal sequences to minimise the risk of habituation.

3.15.3 DREDGING SPECIFIC REMEDIAL AND MITIGATION MEASURES

The MZ recommended by DAHG (2014) from the dredging sound source is 500 m, requiring a 30-minute pre-watch during which no marine mammals should be observed within the MZ for dredging activities to proceed. This 500 m MZ is applied as a precautionary measure during the pre-start monitoring phase, in line with standard mitigation protocols.

- Once dredging operations are underway (including appropriate ramp-up procedures), there is no requirement to halt or discontinue activities during night-time, nor if weather or visibility conditions deteriorate, nor if marine mammals are within 500 m of the sound source for dredging or demolition works.
- Notwithstanding this, MMOs will aim to apply best-practice mitigation where feasible, such as directing operations away from areas with marine mammals or requesting brief delays to allow animals to move away (from auditory and physical harm).
- During the harbour seal breeding season:
    - To quantify actual received sound levels for displacement, real-time SAM will be implemented during the harbour seal breeding season (May to July) to monitor and manage noise levels from dredging activities. The displacement threshold of 140 dB re 1 μPa^2 will be used as an underwater noise threshold to ensure that this level is not exceeded beyond 1,000 m, thereby preventing displacement beyond this distance.
    - If real-time SAM detects that noise levels exceed the displacement threshold outside the 1,000 m radius, the system will immediately alert the MMO, at which point dredging operations will be ceased. Appropriate adjustments will then be made to ensure that noise levels remain below the displacement threshold outside the 1,000 m radius before dredging can resume.
- As per NPWS guidance (DAHG, 2014), once dredging operations are underway following the 30-minute pre-watch by the MMO and an appropriate ramp-up procedure, activities will continue regardless of the presence of a marine mammal within the 500 m MZ.

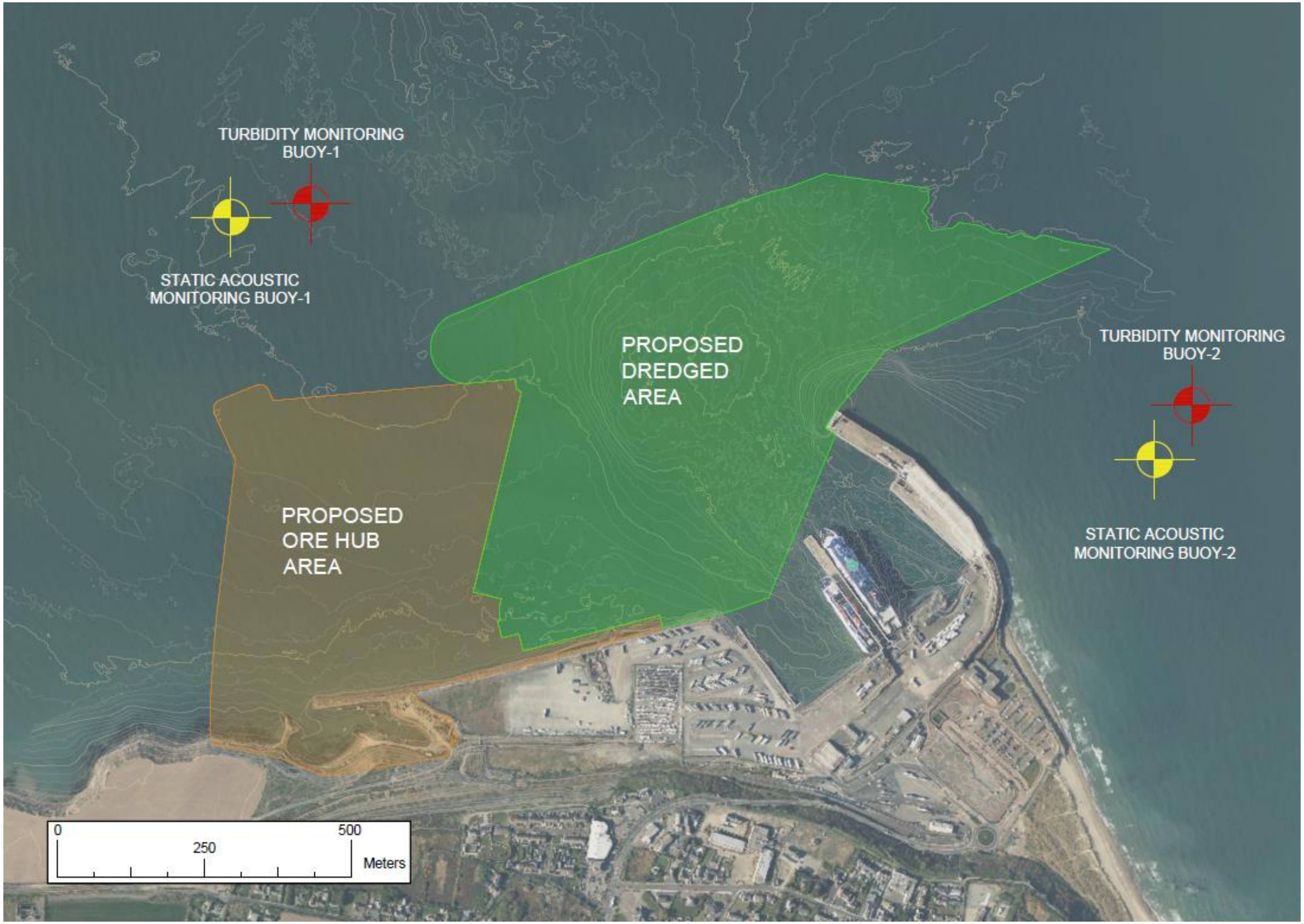

Figure 3.1 Indicative locations of Turbidity and Static Acoustic Monitoring Buoys

3.16 FISHERIES MANAGEMENT AND MITIGATION STRATEGY

A Fisheries Management and Mitigation Strategy (FMMS) will be prepared by Iarnród Éireann, setting out the approach to fisheries liaison and means of delivering co-existence and disruption agreements ahead of construction.

The FMMS will detail how the proposed buoyed construction area and dropped object protocol will be implemented by Iarnród Éireann.

The strategy will include a contingency plan, which will be developed by Iarnród Éireann to address any unforeseen impact on the local fleet, in particular any displacement of Rosslare fleet resulting in:

- Increased steaming times to fishing grounds
- Increased fishing pressure on adjacent shellfish resources
- Gear conflicts or other technical interactions with adjacent operators
- Economic impacts on adjacent operators

3.17 TERRESTRIAL FAUNA MANAGEMENT PLAN

This Terrestrial Fauna Management Plan (TFMP) outlines the mitigation and monitoring measures proposed to minimise impacts to protected terrestrial fauna during the construction phase of the Proposed Development. This plan has been developed based on baseline ecological surveys (2023), legislative requirements (including the Wildlife Acts 1976–2018 and the EU Habitats Directive), and best practice guidelines including NRA and NPWS technical guidance. It is intended as a supporting document, to be implemented if terrestrial species are confirmed on site or if conditions materially change prior to or during construction.

3.17.1 ROLES AND RESPONSIBILITIES

- The appointed ECoW will be responsible for overseeing terrestrial mitigation in the context of the TFMP for the duration of the construction phase.
- All contractors will receive a Toolbox Talk delivered by the ECoW on protected species, ecological sensitivity, and their obligations under this plan.

3.17.2 PRE-CONSTRUCTION SURVEYS

Surveys will be undertaken within 12 months of construction start to confirm presence/absence of protected species. These include pre-construction surveys for badger, otter, bats, and herpetofauna. A summary of survey requirements, timing, and triggers for further action is provided in Table 3.3 below.

Table 3.3: Pre-construction survey requirements and associated actions for protected terrestrial fauna species

Species/Group	Survey Type	Timing	Trigger for Further Action
Badger	Sett survey (150 m buffer)	Pre-construction	Sett closure and NPWS derogation, if required
Otter	Holts and signs survey	Pre-construction	Exclusion zones, timing restrictions, and NPWS notification
Bats	Preliminary Roost Assessment (PRA)	Pre-construction	If roosts found, derogation and tailored mitigation
Herpetofauna	Visual and habitat check	Pre-construction	Precautionary clearance or translocation if required

3.17.3 GENERAL CONSTRUCTION-PHASE MITIGATION MEASURES

These measures apply to all terrestrial fauna potentially present in the development footprint:

- All excavations left open overnight must include an escape ramp (minimum 30 cm wide, <45° gradient).
- All machinery posing a risk to fauna will be made safe overnight, e.g., cordoned or fenced off.
- Timber mats will be placed over wet concrete to prevent entrapment of small mammals or amphibians.
- All trenches, holes, or pits will be covered or fenced (with escape provision) overnight.
- Fencing will be designed to deter both large and small terrestrial mammals and herpetofauna and will be checked daily.
- Works will be scheduled during daylight hours where possible to minimise disturbance to nocturnal species.

3.17.4 SPECIES-SPECIFIC MANAGEMENT

3.17.4.1 OTTER

- Pre-construction otter surveys will be completed no more than 10–12 months in advance of works.
- If new holts are identified, a buffer zone (as per NRA 2008 guidance) will be established and timing restrictions implemented.
- Otters will be treated as noise-sensitive receptors. Mitigation measures outlined in the Marine Mammal Management Plan (Section 3.15) will be applied for piling, blasting, and dredging.

3.17.4.2 BADGER

- Confirmatory sett survey within a 150 m buffer of works area prior to site clearance will be carried out by the ECoW.

- If active setts are recorded, a mitigation strategy for sett closure and exclusion will be prepared following NRA (2005) guidance.
- Badger foraging routes within the Proposed Development Boundary will be protected using timing restrictions and appropriate fencing.

3.17.4.3 BATS

- A confirmatory bat PRA survey will be undertaken by the ECoW to ensure no roosts have been established since the 2023 surveys.
- If any roosts are found, appropriate mitigation will be implemented in accordance with A Guide to Impact Assessment, Mitigation and Compensation for Developments Affecting Bats (Reason & Wray, 2023).
- Derogation licences will be sought, if necessary, with mitigation including sensitive timing, exclusion devices, or compensatory roosts as appropriate.

3.17.4.4 HERPETOFAUNA (COMMON LIZARD, SMOOTH NEWT, COMMON FROG)

- Suitable habitat will be assessed prior to works. If species are encountered, precautionary clearance will be undertaken under ECoW supervision.
- Open trenches will be inspected daily for trapped amphibians or reptiles and include suitable escape routes.
- Fencing will be installed to prevent ingress into active work areas and checked regularly.

3.17.5 MONITORING AND REPORTING

- Daily inspections will be undertaken by the ECoW during vegetation clearance and high-risk construction activities.
- All observations of protected species, any incidents of non-compliance, and the implementation of mitigation measures will be recorded and reported weekly.
- Sightings of otter or badger during works, or any direct mortality or injury to protected species, will be reported to NPWS immediately.
- Post-construction ecological checks may be required depending on mitigation outcomes and ECoW recommendations.

3.17.6 SUMMARY OF TFMP

Table 3.4 provides a summary of the key responsibilities, trigger points, and required actions for the implementation of the TFMP during the construction phase of the Proposed Development.

Table 3.4: Summary of key responsibilities, trigger points and actions of the TFMP

Species / Group	Responsible Person(s)	Trigger for Action	Action Required
Badger	ECoW	Pre-construction survey identifies sett within 150 m of works area	Prepare sett closure strategy, apply for NPWS derogation licence, implement exclusion and monitoring
Otter	ECoW /MMO	Change in activity since EIAR; holt discovered; otter observed within Proposed Boundary	Establish exclusion zones, timing restrictions, notify NPWS, implement DAHG (2014) monitored zone
Bat	ECoW with bat expertise	Roost found during pre-construction PRA survey	Design mitigation in line with Reason & Wray (2023), apply for derogation licence if required
Herpetofauna	ECoW	Species or suitable habitat identified during pre-works check	Precautionary clearance under supervision, install escape ramps, implement reptile-safe fencing
General Fauna	Contractor (with ECoW oversight)	Open excavations, wet concrete, machinery left overnight	Install ramps, cover pits, use timber mats, fence off hazardous areas
All Species	ECoW	Prior to site clearance and during all high-risk construction activities	Daily inspections, Toolbox Talks, monitor compliance with all mitigation measures
Reporting	ECoW / MMO	Any protected species observed or impacted during works	Record observation, notify NPWS if required, maintain compliance log and weekly reports
Note: All personnel will receive species awareness training via Toolbox Talks before construction starts. The ECoW will have authority to stop works if mitigation measures are not being followed. See section 2.1.6 for All Staff responsibilities.			

4 COMMUNICATION

4.1 INTERNAL COMMUNICATION

Environmental mitigation measures will be incorporated into the Risk Assessments and Method Statements (RAMS) prepared by all contractors working on the site. All RAMS will be communicated to the workforce by the Environmental Manager.

Weekly construction meetings will be held during the construction phase. These meetings will include health, safety and environmental matters such as:

- Works activities underway and planned
- Mitigation measures required to be implemented
- Results of weekly inspections and any audit results/feedback
- Any corrective and preventive actions required to be implemented
- Identification of areas for continual improvement
- Status of staff competence and training needs
- Status of the overall CEMP and of the individual plans comprising the CEMP, and of any required consents and approvals and the need for review and updating.

Any issues resulting from daily or weekly audits will be discussed with appropriate corrective actions agreed. A 'weekly look ahead' will be provided at the construction meeting where any environmental constraints or special requirements can be discussed and agreed in advance, where required.

The Environmental Manager will conduct daily construction briefings, as required, to ensure site personnel are advised of any specific environmental requirements and constraints.

Toolbox talks will be scheduled as and when necessary, over the duration of the construction phase and in line with specific supporting management plans as advised.

The Community Liaison Officer will directly and promptly communicate any environmental issues with the relevant body/department via phone or email.

Site notice boards will display the Environmental Policy of the Client, emergency contacts list, relevant statutory and non-statutory advice and guidance, and any other relevant information. These environmental notice boards will be situated in prominent positions including the main reception area of the site office / compound.

4.2 EXTERNAL COMMUNICATION

Prior to works commencing on site a Stakeholder Communications Plan will be developed and implemented. This may comprise of circulating information leaflets or similar to inform local residents or residents' associations of each phase of the development with particular emphasis on safety, traffic management and the control of noise and dust throughout the construction period. Communications will take place at a minimum 2-weeks in advance of the works commencement for the construction phase. The Community Liaison Officer will promote and aim to maintain excellent relationships with adjacent local residents, businesses, occupiers and the general public through regular communication and updates on construction activities that may affect them.

All communications received by the Contractor that are relevant to the works in site, including enquiries and complaints, will be passed to the Environmental Manager.

If required by the Client any relevant contractors will attend community engagement events, meetings, etc., details of which will be communicated to stakeholders in advance.

The Environmental Manager will serve as the point of contact for the regulatory authorities for their specific activities. Communications from the regulatory authorities received at the site by the Environmental Manager will be immediately reported to the Client.

The Contractor will maintain a record of all communications.

Through the induction all members of the workforce will be made aware that any direct approaches from members of the public should be directed to the Community Liaison Officer. The Community Liaison Officer will record all approaches made by members of the public and will advise the Client's Project Team of all comments received at the worksite from members of the public.

4.3 PUBLIC LIAISON

The Contractor, through the Community Liaison Officer, will establish early community relations with the surrounding residents and local community. All local residents and where relevant businesses will be notified in advance of works commencing on site.

The Community Liaison Officer will be responsible for complaint management, public consultation and liaison with the public.

The Community Liaison Officer will manage any complaints from the community in a fair and efficient manner and share key information associated with site development such as potential disruptive works as and when necessary.

4.4 COMPLAINTS PROCEDURE

The Contractor will put in place a system for recording, and responding to, all complaints received from third parties. The system will include the timely reporting of all such complaints.

As a minimum the activity leading to the complaint will be stopped immediately; or where not possible to entirely stop the activity reduce it to the lowest possible level e.g., shut off all non-essential plant.

All complaints will be acknowledged by the Contractor or Project Team on receipt and assessed to determine what information is required from all parties in order to formulate a response. The complainant will be called on the same day if a phone number is provided. Where a phone number is not provided an email response will be given within three days. All complaints will be recorded and investigated.

The Contractor will ensure that the complaints log is made available to the local authority if requested.

4.5 DOCUMENTATION

The Environmental Manager will be responsible for documenting and retaining safe all suitable records relating to environmental issues at the site and/or arising from site operations. Documents will be stored in a suitable manner and backups created to safeguard the records. The CEMP will be a controlled document and authorised latest version will be signed and dated by the responsible person[s]. Other site data records and environmental management documentation will include, but not necessarily be limited to the following:

- Copies of relevant consents, permissions, or other approvals/authorisations
- Environmental data records including monitoring results, waste transfer notes/records of waste collection and treatment/disposal
- Records of any environmental incidents including actions taken and resolution.
- Records of complaints including actions taken and resolution
- Records of all plant/equipment entering/leaving site together with any relevant compliance documentation (for instance in respect of noise or air pollutant emissions class)
- Copies of any enforcement notices or instructions issued by the local authority or any statutory regulatory body
- Record of any prosecutions pending or resolved, and any penalties enforced
- Records of daily site inspections
- Records of weekly/monthly audits and minutes of environmental team briefings
- Records of staff training including site inductions and toolbox talks.

5 ENVIRONMENTAL TRAINING AND AWARENESS

5.1 INDUCTIONS

All Project personnel and sub-contractors will receive an Environmental Induction Presentation, prior to commencement of works onsite. No personnel, including sub-contractors, will be permitted to commence employment on site without prior attendance at an induction.

Environmental topics covered in the induction will include but will not be limited to:

- Water resources and pollution prevention
- Emergency response procedures and incident reporting
- Waste management and housekeeping
- Management structure
- Duties and responsibilities
- Relevant procedures
- Ecologically sensitive areas
- Consents, licenses and Legislation
- Environmental best practice
- Project-specific marine activities and associated environmental controls, including dredging, reclamation, and piling works.

5.2 TOOLBOX TALKS

Regular 'Tool-Box Talks' on specialised topics will supplement the induction course. Toolbox talks will be used to highlight issues of concern and to disseminate new information not previously provided. They will also offer site personnel with the opportunity to provide feedback.

Tool-Box Talks will include, but will not be limited to, instances where:

- There is a change to existing legislation, which requires an operational change
- Site inspections or audits have identified corrective actions which require rolling out
- Work is being undertaken in environmentally sensitive areas and pollution response procedure
- There are significant changes in environmental conditions, i.e., heavy rainfall
- They are specified in supporting environmental management plans listed in section 3 of this oCEMP, e.g., the TFMP.

The frequency and topics of the Toolbox Talks will depend upon the phase of construction. They will be provided as often as necessary to address site-specific environmental requirements.

Toolbox talk topics for environmental management will include, but will not be limited to:

- Control of noise and dust emissions
- Environmental incident and reporting
- Silt and water management
- Waste management and segregation.

Records of all 'Tool-Box Talks' and attendance will be kept in the site offices.

5.3 SPECIALIST TRAINING

Specialist training for specific members of the construction crews will be provided as required. This may include, but will not be limited to:

- Emergency environmental crews
- Environmental Monitoring
- Waste representatives
- Fuel tanker drivers and refuelling activities
- HDD crew related to breakout of drilling fluids.

6 REFERENCES

An Bord Pleanála. (n.d.). Planning permission conditions for Rosslare Europort ORE Hub project. An Bord Pleanála.

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Department for Environment, Food & Rural Affairs (DEFRA). (2011) GPP 7: Safe storage – The safe operation of refuelling facilities. DEFRA.

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Gavin & Doherty Geosolutions Ltd. (2025) Rosslare Europort ORE Hub environmental impact assessment report: Outline construction environmental management plan (Document Ref. 23172-T-001-02). Irish Rail.

National Parks and Wildlife Service (NPWS). (n.d.) Consultation on Rosslare Europort ORE Hub environmental considerations. NPWS.

NRA (2005) Guidelines for the Treatment of Badgers Prior to the Construction of National Road Schemes.

Rosslare Europort. (2018) Rosslare Europort oil spill response plan. Irish Rail.

APPENDICES

APPENDIX A: MITIGATION MEASURES ARISING FROM THE EIAR AND NIS

The Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have identified impacts from proposed construction activities which may lead to effects on environmental receptors and Natura 2000 sites and have outlined measures which will ensure these effects are avoided or reduced to acceptable levels.

Table A-1 summarises the mitigation and monitoring measures arising from the EIAR and NIS for the construction phase of the Proposed Development.

Table A-1: Mitigation measures from EIAR and NIS

Construction Phase Mitigation and Monitoring
EIAR Chapter 7: Geology, Soils, Hydrogeology and Contamination
Mitigation There is no requirement for secondary mitigation for Geology, Soils, Hydrogeology and Contamination receptors. **Monitoring** Specific monitoring plans to ensure topic-specific primary and tertiary mitigation measures are successfully implemented during construction will be prepared prior to construction and will be included in the contractor's Construction Environmental Management Plan.
EIAR Chapter 8: Coastal Processes
Mitigation and Monitoring Maintenance dredging of the existing Rosslare Europort will not occur at the same time as capital dredging for the Proposed Development, to avoid cumulative impacts. The contractor will monitor turbidity in real-time using turbidity monitors to identify any increased Suspended Sediment Concentration (SSC) that arises and will implement controls if the turbidity limit control value of 300mg/l is breached at the monitored locations. Monitoring will comprise one offshore buoy in a typically up-current location and another offshore buoy in a typically down-current location corresponding to locations to the east of the dredged boundary and the north-west of the dredged boundary to detect increased SSC from dredging activities and release of sediment from the reclamation area through the weir-box. The tide tends to flow east to north-west and vice-versa between flood to ebb. The buoys will be positioned approximately 300m outside the boundary of dredging and outside of regular navigation routes for RoRo vessels and construction plant. The background reading will be read from the up-current monitoring buoy, and the assessment of turbidity will be read from the down-current monitoring buoy. Up-current and down-current positions must be swapped between flood and ebb tidal cycles. This limiting control value of SSC will be correlated with Notional Turbidity Units (NTU) for samples of sediment initially recovered from the site prior to commencement. This allows instantaneous readings to be taken with real-time NTU meters on the monitoring buoys which are matched to suspended sediment values. The buoys will be set to relay real-time events (including trigger values) and warn the contractor of high values of suspended sediment. Dredging and reclamation area infilling may lead to an increase in suspended sediment levels within the water column. Close monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort will be undertaken to identify any increased SSC that arises. If the SSC increases above the maximum turbidity limit control value (300 mg/l), the weir box will be raised in steps, to its maximum elevation to control release of suspended sediment. Should this action not be sufficient, a thorough review of construction techniques will be undertaken by the contractor to identify areas for enhancement and prevent recurrence. Steps to prevent recurrence will include reconfiguring the settlement lagoon/weir box and stopping dredging until the SSC reading is below the turbidity limit control value.
EIAR Chapter 9: Water Quality and Flood Risk
Mitigation There is no requirement for secondary mitigation for Water Quality and Flood Risk receptors. **Monitoring** The contractor will monitor turbidity in real-time using turbidity monitors to identify any increased Suspended Sediment Concentration (SSC) that arises and will implement controls if the turbidity limit control value of 300mg/l is breached at the monitored locations. Monitoring will comprise one offshore buoy in a typically up-current location and another offshore buoy in a typically down-current location corresponding to locations to the east of the dredged boundary and the north-west of the dredged boundary to detect increased SSC from dredging activities and release of sediment from the reclamation area through the weir-box. The tide tends to flow east to north-west and vice-versa between flood to ebb. The buoys will be positioned approximately 300m outside the boundary of dredging and outside of regular navigation routes for RoRo vessels and construction plant. The background reading will be read from the up-current monitoring buoy, and the assessment of turbidity will be read from the down-current monitoring buoy. Up-current and down-current positions must be swapped between flood and ebb tidal cycles. This limiting control value of SSC will be correlated with Notional Turbidity Units (NTU) for samples of sediment initially recovered from the site prior to commencement. This allows instantaneous readings to be taken

Construction Phase Mitigation and Monitoring
with real-time NTU meters on the monitoring buoys which are matched to suspended sediment values. The buoys will be set to relay real-time events (including trigger values) and warn the contractor of high values of suspended sediment. Dredging and reclamation area infilling may lead to an increase in suspended sediment levels within the water column. Close monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort will be undertaken to identify any increased SSC that arises. If the SSC increases above the maximum turbidity limit control value (300 mg/l), the weir box will be raised in steps, to its maximum elevation to control release of suspended sediment. Should this action not be sufficient, a thorough review of construction techniques will be undertaken by the contractor to identify areas for enhancement and prevent recurrence. Steps to prevent recurrence will include reconfiguring the settlement lagoon/weir box and stopping dredging until the SSC reading is below the turbidity limit control value.
EIAR Chapter 10: Terrestrial Ecology

Mitigation and Monitoring

Pre-construction surveys will be undertaken by a suitably qualified Ecological Clerk of Work (ECoW) for protected species prior to vegetation clearance and/or construction.

These will include the following:

- Badger
  - A confirmatory badger survey will be carried out by a qualified ECoW, prior to vegetation clearance and/or construction commencing. The survey area will extend up to 150m beyond all works areas within suitable habitat, in line with the Guidelines for the Treatment of Badgers during the Construction of National Road Schemes (NRA, 2005). Should a sett be recorded within the scheme extents prior to construction, steps for sett closure will need to be documented in the mitigation strategy and presented in the ECoW Survey Report
- Otter
  - Pre-construction surveys will be undertaken by an experienced ecologist no more than 10-12 months in advance of the commencement of works to confirm whether otter holts, couches, or intensified activity have become established within or adjacent to the Proposed Development Boundary.
  - Exclusion zones will be established around identified holts, with a buffer distance determined based on guidance from the NRA Guidelines for the Treatment of Otters prior to the Construction of National Road Schemes (2008).
  - Timing restrictions will be implemented on construction activities to avoid peak otter activity periods, particularly during crepuscular and nocturnal hours.
  - Monitoring by the ECoW during construction will ensure compliance with mitigation measures and allow a rapid response to any unforeseen otter activity.
  - Toolbox talks will be delivered to all construction staff by the ECoW prior to works commencing, highlighting the presence of otters, the mitigation measures in place, how to identify otter signs, and the procedures to follow if otters are encountered during construction, as set out above.
- Bats
  - A confirmatory bat Preliminary Roost Assessment survey will be conducted by a qualified ecologist with bat expertise to ensure no roosts have become established within the Proposed Development Boundary prior to the commencement of any construction stage activities
  - If roosting/foraging bats are identified, the Design and Construction of bat mitigation measures will comply with the requirements of the bat specialist, the Standards, and the UK bat mitigation guidelines 'A Guide to Impact Assessment, Mitigation and Compensation for Developments Affecting Bats' (Reason and Wray, 2023).

To protect reptiles potentially in the area during construction in line with the NRA Guidelines for Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes (2008)[3], the ECoW will be responsible to ensure:

- Temporary fencing (such as bitumen felt, tin, carpet tiles, or bitumen onduline) will be installed to prevent reptiles from entering active construction zones where they may be at risk. This will be designed so that reptiles cannot pass under, over, or through it. It should be buried securely into the ground and high enough to prevent reptiles from climbing or jumping over. Temporary fencing can be installed in areas with extensive construction activities, such as zones where scrub will be removed or at the interface between the proposed land reclamation works and the onshore area. This approach will help reduce potential harm to reptiles by keeping them out of high-risk zones during construction.
- Progressive habitat manipulation will be conducted during the lizard active season (March to October) to encourage lizards to move naturally out of the works area. Vegetation clearance will be carried out in stages, with an initial cut to approximately 150 mm, followed by a second cut to ground level. This phased approach will guide lizards towards adjacent suitable habitats. To prevent lizards from returning, reptile-proof fencing may be erected around the works area.

[3] https://www.tii.ie/media/4nthqz3a/ecological-surveying-techniques-for-protected-flora-and-fauna-during-the-planning-of-national-road-schemes.pdf

Construction Phase Mitigation and Monitoring

• If trapping and relocation are required, reptile-proof fencing will first be installed around the works area to ensure lizards cannot re-enter. Artificial refugia, such as roofing felt or mats, will be placed to attract lizards. These refugia will be checked daily, and any lizards found will be captured and relocated to a pre-identified receptor site. Habitat manipulation may also be employed to concentrate lizards into smaller areas, making the capture process more efficient.
• Following the trapping phase, a systematic destructive search of the topsoil layers will be carried out to locate any remaining lizards. This process involves carefully excavating and inspecting the soil and will only be undertaken once it is reasonably certain that most lizards have been removed to minimise risks of harm.
• If translocation is necessary, a receptor site meeting specific criteria will be identified. The site must be located close to the Proposed Development Boundary and be at least the same size as the lost habitat or larger for high-quality habitats. It must include features such as hibernation sites and water bodies, be free from development risks, and be managed to maintain its suitability for reptiles in the long term. New habitats will be prepared and improved as necessary before the commencement of capture and translocation to ensure their suitability for reptiles. Adequate time will be allowed for habitat establishment, ensuring that translocated lizards can thrive in their new environment.
 	
The following measures will be implemented for otter during piling, blasting and dredging (including perimeter bund installation and reclamation area infilling) works:
• A trained and experienced Marine Mammal Observer/s(MMO/s) will be appointed to monitor for otters during piling, dredging, dumping of sediment, rock placement and blasting operations. The MMO will scan the surrounding area to ensure no otters are in the pre-determined exclusion zone in the 30-minute period prior to operations. The appropriate Monitored Zone (MZ) recommended by National Parks and Wildlife Service (NWS) (DAHG, 2014[4]) will be implemented during dredging works, including dumping, piling and blasting activities.
• For dredging and material placement within the enclosed lagoon (Small Boat Harbour) and bunded areas (ORE Berths), MMOs will conduct a 30-minute pre-watch prior to commencement to ensure no otters are present within the bunded areas prior to any material placement activities. The 30-minute pre-watch is only required if the MMO has not been continuously present leading up to the rock placement activities. For example, if the MMO is already conducting a pre-watch during dredging operations, this monitoring will continue through the dredging activities and the transit from the Dredging Area to the Reclamation Area, covering the requirements for material placement. If material placement occurs prior to or following dredging activities, the pre-watch can be coordinated to include all activities within a single continuous monitoring period.
• MMOs will be positioned on appropriate elevated platforms from which the entire MZ can be effectively covered without any obstruction of view. MMOs will be positioned as near to the centre of the MZ as is practicable, i.e., adjacent to the sound source.
• Noise-producing activities will only commence in daylight hours where effective visual monitoring, as performed and determined by the MMO, has been achieved. Where effective visual monitoring is not possible, the sound-producing activities will be postponed until effective visual monitoring is possible. Visual scanning for otters will only be effective during daylight hours and if the sea state is World Meteorological Organisation Sea State 4 (≈Beaufort Force 4 conditions) or less.
• A clear communication protocol, agreed on-site, will be established between the MMO and the Works Superintendent to confirm whether the relevant activity may proceed or resume following a break. Activities will only commence or resume upon positive confirmation from the MMO.
• All otter detections will be systematically recorded, encompassing both sightings observed during formal monitoring watches and incidental observations made outside of these designated periods, including observations made by additional personnel onsite. Detailed records of all otter sightings documented will be reported to the NPWS.
• Any approach by otters into the immediate (<50m) works will be reported to NPWS without delay.
 	
Piling Specific Remedial and Mitigation Measures
• A 1,000 m Monitored Zone (MZ) will be applied, with a 30-minute pre-watch required before commencement. No otters may be present in the MZ during this period.
    ○ Once operations are underway with appropriate ramp-up, activities will continue regardless of night-time conditions, reduced visibility, or the presence of marine mammals within the MZ.
• Bunded Area Checks: For works within the enclosed Small Boat Harbour or bunded areas at the ORE Berths, MMOs will confirm the absence of otters within the enclosed areas before works commence.
• Ramp-Up Procedures: A ramp-up or soft start will be used for where practicable, and possible to do, gradually increasing underwater noise levels over 20–40 minutes after pre-start monitoring.
    ○ Where the measures outlined for a ramp-up procedure cannot be implemented, alternative approaches must be considered. These alternatives should involve introducing underwater acoustic energy in a consistent, gradual, and sequential manner over a period of 20–40 minutes before reaching full output.
• Real-Time Acoustic Monitoring (SAM): During the harbour seal breeding season (May–July), real-time underwater noise monitoring will be used to constrain disturbance. The 145 dB re 1 μPa^2 (SPLrms) displacement threshold will be applied to ensure that noise remains below this level beyond the 1,000 m MZ. If the threshold is exceeded outside the MZ, works will cease. Appropriate adjustments will then be implemented to ensure that displacement thresholds remain below this level outside the MZ before piling can resume.
• As per NPWS guidance (DAHG, 2014), once piling operations are underway following the 30-minute pre-watch by the MMO and an appropriate ramp-up procedure, activities will continue regardless of the presence of an otter or marine mammal within the MZ.
 	
Blasting Specific Remedial and Mitigation Measure

[4] https://www.npws.ie/sites/default/files/general/Underwater%20sound%20guidance_Jan%202014.pdf

Construction Phase Mitigation and Monitoring
• 1,000 m MZ: A 1,000 m exclusion zone (as per DAHG, 2014) will be established around the blasting location. A 30-minute pre-blast watch will be conducted by a qualified MMO to confirm that no marine mammals or otters are present within the MZ. If any are observed, detonation will be postponed until the zone is clear. • Acoustic Deterrent Device (ADD) Use: ○ An ADD(s) will be deployed prior to detonation to encourage marine mammals and otters to vacate the 1,000 m MZ. ADDs will be deployed as follows: I. Positioned as close to the detonation site as safely possible. II. Activated only after a 30-minute visual check confirms no marine mammals or otters within 100 m of the device(s). III. Remain active during any delay due to mammal presence; if delays are prolonged, the ADD may be paused to avoid habituation and restarted after 20 minutes to reinitiate deterrence. IV. ADD duration and configuration will be agreed with the statutory authority and tailored to ensure effective deterrence from the full PTS zone. ○ To avoid unnecessary auditory impacts, an ADD specifically designed for harbour porpoise (e.g. FaunaGuard Porpoise Module) will be used. These devices emit high-frequency signals (60–150 kHz) at lower sound pressure levels, aligned with the species' auditory range. This frequency band also falls well within the functional hearing range of phocid carnivores (100 Hz–130 kHz in water) as defined by Southall et al. (2007), which are used here as a recognised proxy for otters. On this basis, the ADDs are expected to elicit effective avoidance responses not only in porpoises but also in otters, ensuring that both species are deterred from the MZ prior to blasting. They also include: I. Ramp-up features to gradually increase signal strength. II. Variable signal sequences to minimise habituation. This approach reduces the risk of TTS while ensuring mammals vacate the area prior to detonation (Schaffeld et al., 2019). • Daylight-Only Blasting: All blasting will be conducted during daylight hours to ensure effective visual monitoring. Early-day scheduling will allow flexibility for postponement in case of mammal presence or poor conditions. • Fixed MMO Location and Continuous Monitoring: MMOs will maintain a fixed observation point throughout the 30-minute pre-watch and up to the point of detonation. If any mammal enters the MZ during this period, the blast will be cancelled or delayed until the zone is clear. • Blast Delay Protocol: If mammals remain within the MZ, blasting will not proceed until clearance is confirmed through visual observation and/or ADD effectiveness. Dredging Specific Remedial and Mitigation Measures • 500 m MZ: A 30-minute pre-watch will be undertaken by a qualified MMO before the onset of any dredging or sediment disposal activity. No dredging will commence unless the MMO confirms that no marine mammals or otters have been observed within a 500 m MZ during this period. • No Requirement to Halt Once Active: In line with NPWS guidance, once dredging has commenced (following the pre-watch and a soft start or ramp-up where appropriate), operations may continue regardless of visibility, weather conditions, or mammal presence within the MZ. • Best Practice During Operations: MMOs will remain present during active dredging and, where feasible, may recommend brief pauses or adjustments to the works to allow nearby animals to move away from the source. • Seasonal Real-Time Monitoring: Although dredging noise is not predicted to exceed auditory injury thresholds for otters, behavioural disturbance and temporary displacement remain possible within the predicted 1.3 km disturbance range. To manage this risk, real-time Static Acoustic Monitoring (SAM) will be used during the harbour seal breeding season (May to July) • A displacement threshold of 140 dB re 1 μPa^2 will be applied as a precautionary benchmark, consistent with thresholds established for sensitive hearing groups. If SAM detects that this threshold is exceeded beyond 1,000 m from the dredging operations, works will be paused and adjustments made before recommencing.
EIAR Chapter 11: Benthic Ecology
Mitigation There is no requirement for secondary mitigation for benthic ecology receptors. However, with due regard to the precautionary principle, turbidity monitors will be employed to ensure SSC levels (and thereby the potential for increased bed thickness changes) do not exceed the predicted values, as explained below under “monitoring”. **Monitoring** The contractor will monitor turbidity in real-time using turbidity monitors to identify any increased Suspended Sediment Concentration (SSC) that arises and will implement controls if the turbidity limit control value of 300mg/l is breached at the monitored locations. Monitoring will comprise one offshore buoy in a typically up-current location and another offshore buoy in a typically down-current location corresponding to locations to the east of the dredged boundary and the north-west of the dredged boundary to detect increased SSC from dredging activities and release of sediment from the reclamation area through the weir-box. The tide tends to flow east to north-west and vice-versa between flood to ebb. The buoys will be positioned approximately 300m outside the boundary of dredging and outside of regular navigation routes for RoRo vessels and construction plant. The background reading will be read from the up-current monitoring buoy, and the assessment of turbidity will be read from the down-current monitoring buoy. Up-current and down-current positions must be swapped between flood and ebb tidal cycles. This limiting control value of SSC will be correlated with Notional Turbidity Units (NTU) for samples of sediment initially recovered from the site prior to commencement. This allows instantaneous readings to be taken

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with real-time NTU meters on the monitoring buoys which are matched to suspended sediment values. The buoys will be set to relay real-time events (including trigger values) and warn the contractor of high values of suspended sediment. Dredging and reclamation area infilling may lead to an increase in suspended sediment levels within the water column. Close monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort will be undertaken to identify any increased SSC that arises.

If the SSC increases above the maximum turbidity limit control value (300 mg/l), the weir box will be raised in steps, to its maximum elevation to control release of suspended sediment. Should this action not be sufficient, a thorough review of construction techniques will be undertaken by the contractor to identify areas for enhancement and prevent recurrence. Steps to prevent recurrence will include reconfiguring the settlement lagoon/weir box and stopping dredging until the SSC reading is below the turbidity limit control value.

EIAR Chapter 12: Fish, Shellfish and Turtle Ecology

Mitigation

There is no requirement for secondary mitigation for fish, shellfish and turtle ecology receptors.

Monitoring

The contractor will monitor turbidity in real-time using turbidity monitors to identify any increased Suspended Sediment Concentration (SSC) that arises and will implement controls if the turbidity limit control value of 300mg/l is breached at the monitored locations.

Monitoring will comprise one offshore buoy in a typically up-current location and another offshore buoy in a typically down-current location corresponding to locations to the east of the dredged boundary and the north-west of the dredged boundary to detect increased SSC from dredging activities and release of sediment from the reclamation area through the weir-box. The tide tends to flow east to north-west and vice-versa between flood to ebb. The buoys will be positioned approximately 300m outside the boundary of dredging and outside of regular navigation routes for RoRo vessels and construction plant. The background reading will be read from the up-current monitoring buoy, and the assessment of turbidity will be read from the down-current monitoring buoy. Up-current and down-current positions must be swapped between flood and ebb tidal cycles.

This limiting control value of SSC will be correlated with Notional Turbidity Units (NTU) for samples of sediment initially recovered from the site prior to commencement. This allows instantaneous readings to be taken with real-time NTU meters on the monitoring buoys which are matched to suspended sediment values. The buoys will be set to relay real-time events (including trigger values) and warn the contractor of high values of suspended sediment. Dredging and reclamation area infilling may lead to an increase in suspended sediment levels within the water column. Close monitoring of turbidity in real-time using turbidity monitors within Rosslare Europort will be undertaken to identify any increased SSC that arises.

If the SSC increases above the maximum turbidity limit control value (300 mg/l), the weir box will be raised in steps, to its maximum elevation to control release of suspended sediment. Should this action not be sufficient, a thorough review of construction techniques will be undertaken by the contractor to identify areas for enhancement and prevent recurrence. Steps to prevent recurrence will include reconfiguring the settlement lagoon/weir box and stopping dredging until the SSC reading is below the turbidity limit control value.

EIAR Chapter 13: Marine Mammals

Mitigation and Monitoring

The following mitigation measures will be implemented during the construction phase of the Proposed Development to minimise the risk of injury or disturbance to marine mammals in the area of operations, in accordance with the NPWS "*Guidance to Manage the Risk to Marine Mammals from Man-made Sound Sources in Irish Waters*" (DAHG, 2014). Should updated statutory guidelines be issued before or during the construction phase that supersede the 2014 guidance, the updated guidelines will be fully adhered to.

A trained and experienced Marine Mammal Observer (MMO) or MMOs will be appointed to monitor for marine mammals during piling, dredging, dumping of sediment, rock placement and blasting operations. The MMO(s) will scan the surrounding area to ensure no marine mammals are in the pre-determined exclusion zone in the 30-minute period prior to operations. The appropriate MZ recommended by NPWS (DAHG, 2014) will be implemented for dredging works, including dumping, piling and blasting activities.

For rock placement within the bunds, MMOs will ensure no marine mammals are present within contained (small boat harbour) and partially enclosed (ORE berths) bunded areas by conducting a 30-minute pre-watch prior to any rock placement activities. The 30-minute pre-watch is only required if the MMO has not been continuously present leading up to the rock placement activities. For example, if the MMO is already conducting a

Construction Phase Mitigation and Monitoring
pre-watch during dredging operations, this monitoring will continue through the dredging activities and the transit from the Dredging Area to the Reclamation Area, covering the requirements for rock placement. If rock placement occurs prior to or following dredging activities, the pre-watch can be coordinated to include all activities within a single continuous monitoring period. MMOs must be located on an appropriate elevated platform from which the entire MZ can be effectively covered without any obstruction of view. MMOs will be positioned as near to the centre of the MZ as is practicable, i.e., adjacent to the sound source. Noise-producing activities will only commence in daylight hours where effective visual monitoring, as performed and determined by the MMO, has been achieved. Where effective visual monitoring is not possible, the sound-producing activities will be postponed until effective visual monitoring is possible. Visual scanning for marine mammals will only be effective during daylight hours and if the sea state is World Meteorological Organisation (WMO) Sea State 4 (≈Beaufort Force 4 conditions) or less. A clear communication protocol, agreed on-site, will be established between the MMO and the Works Superintendent to confirm whether the relevant activity may proceed or resume following a break. Activities will only commence or resume upon positive confirmation from the MMO. All marine mammal detections will be systematically recorded, encompassing both sightings observed during formal monitoring watches and incidental observations made outside of these designated periods, including observations made by additional personnel on board. Detailed records of all marine mammal sightings documented will be reported to the NPWS. Any approach by marine mammals into the immediate (<50m) works will be reported to NPWS. The MMO will keep a record of the monitoring and log all relevant events using standardised data forms available from NPWS and submit to the NPWS on completion of the works. <u>Piling Specific Remedial and Mitigation Measures</u> 1,000 m Monitored Zone (MZ): A 30-minute pre-watch will be conducted by a suitably qualified MMO prior to commencing piling, blasting, dredging, or dumping. No marine mammals may be observed within the defined MZ of 1,000 m during this period (DAGH, 2014). Once operations are underway with appropriate ramp-up, activities will continue regardless of night-time conditions, reduced visibility, or the presence of marine mammals within the MZ. Bunded Area Checks: For works within the enclosed Small Boat Harbour or bunded areas at the ORE Berths, MMOs will confirm the absence of marine mammals within the enclosed areas before works commence. Ramp-Up Procedures: A ramp-up or soft-start will be used for piling where practicable, increasing noise levels gradually over 20–40 minutes after the pre-watch. The protocol will be repeated after any break of more than 30 minutes. Real-Time Acoustic Monitoring (SAM): During the harbour seal breeding season (May–July), real-time underwater noise monitoring will be used to constrain disturbance. The 140 dB re 1 μPa^2 (SPLrms) displacement threshold will be used to ensure that noise remains below this level beyond the 1,000 m MZ. If the threshold is exceeded outside the MZ, works will cease. Appropriate adjustments will then be implemented to ensure that displacement thresholds remain below this level outside the MZ before piling can resume. As per NPWS guidance (DAHG, 2014), once piling operations are underway following the 30-minute pre-watch by the MMO and an appropriate ramp-up procedure, activities will continue regardless of the presence of a marine mammal within the MZ. By ensuring that any displacement impact zones are restricted to the MZ, displacement of harbour seals during the breeding season will be reduced to negligible levels, further decreasing the likelihood of impacts on breeding populations. Piling works for the Proposed Development and not to occur simultaneously to the piling works associated with the Berth 3 extension, avoiding potential environmental impacts from associated elevated levels of underwater noise being introduced into the marine environment. <u>Blasting Specific Remedial and Mitigation Measures</u> 1,000 m MZ: A 1,000 m exclusion zone (as per DAHG, 2014) will be established around the blasting location. A 30-minute pre-blast watch will be conducted by a qualified MMO to confirm that no marine mammals are present within the MZ. If any are observed, detonation will be postponed until the zone is clear. Acoustic Deterrent Device (ADD) Use:

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An ADD(s) will be deployed prior to detonation to encourage marine mammals, particularly harbour porpoise, to vacate the 1,000 m MZ. ADDs will be deployed as follows: i) Positioned as close to the detonation site as safely possible. ii) Activated only after a 30-minute visual check confirms no marine mammals within 100 m of the device(s). iii) Remain active during any delay due to mammal presence; if delays are prolonged, the ADD may be paused to avoid habituation and restarted after 20 minutes to reinitiate deterrence. iv) ADD duration and configuration will be agreed with the statutory authority and tailored to ensure effective deterrence from the full PTS zone. Species-Specific ADD Configuration: To avoid unnecessary auditory impacts, an ADD specifically designed for harbour porpoise (e.g. FaunaGuard Porpoise Module) will be used. These devices emit high-frequency signals (60–150 kHz) at lower sound pressure levels, aligned with the species' auditory range. They also include: v) Ramp-up features to gradually increase signal strength. vi) Variable signal sequences to minimise habituation. This approach reduces the risk of TTS while ensuring porpoises vacate the area prior to detonation (Schaffeld *et al.*, 2019). Daylight-Only Blasting: All blasting will be conducted during daylight hours to ensure effective visual monitoring. Early-day scheduling will allow flexibility for postponement in case of marine mammal presence or poor conditions. Fixed MMO Location and Continuous Monitoring: MMOs will maintain a fixed observation point throughout the 30-minute pre-watch and up to the point of detonation. If any marine mammal enters the MZ during this period, the blast will be cancelled or delayed until the zone is clear. Blast Delay Protocol: If harbour porpoise or other QI species remain within the MZ, blasting will not proceed until clearance is confirmed through visual observation and/or ADD effectiveness. Dredging Specific Remedial and Mitigation Measures • 500 m MZ: A 30-minute pre-watch will be undertaken by a qualified MMO before the onset of any dredging or sediment disposal activity. No dredging will commence unless the MMO confirms that no marine mammals have been observed within a 500 m MZ during this period. • No Requirement to Halt Once Active: In line with NPWS guidance, once dredging has commenced (following the pre-watch and a soft start or ramp-up where appropriate), operations may continue regardless of visibility, weather conditions, or marine mammal presence within the MZ. • Best Practice During Operations: MMOs will remain present during active dredging and, where feasible, may recommend brief pauses or adjustments to the works to allow nearby animals to move away from the source. • Seasonal Real-Time Monitoring: During the harbour seal breeding season (May to July), real-time SAM will be deployed to measure received underwater noise levels. A displacement threshold of 140 dB re 1 μPa^2 will be used to manage the spatial extent of potential disturbance.   ○ If SAM detects that this threshold is exceeded beyond 1,000 m, dredging will be paused and adjustments made before recommencing.
EIAR Chapter 14: Ornithology
Mitigation No construction phase secondary mitigation measures have been identified for Ornithology receptors.

Construction Phase Mitigation and Monitoring
Monitoring No construction phase monitoring requirements have been identified.
EIAR Chapter 15: Commercial Fisheries and Aquaculture

Mitigation
 	
• A Fisheries Liaison Officer (FLO) will maintain effective communications between the Proposed Development and fishers during the construction phase of the Proposed Development, as set out in the Seafood/ORE Engagement in Ireland guidance (Seafood/ORE Working Group, 2023) and will be responsible for:
  ○ Appropriate liaison with relevant fishing interests to ensure that they are fully informed of development planning and any marine activities and works
  ○ Timely issue of notifications including Notice to Mariners and other navigational warnings to the fishing community to provide advance warning of project activities and associated advisory safe passing distances
• A contingency plan will be developed by Iarnród Éireann to address any unforeseen impact on the local fleet, in particular any displacement of Rosslare fleet resulting in:
  ○ Increased steaming times to fishing grounds
  ○ Increased fishing pressure on adjacent shellfish resources
  ○ Gear conflicts or other technical interactions with adjacent operators
  ○ Economic impacts on adjacent operators
• A Fisheries Management and Mitigation Strategy will be prepared by Iarnród Éireann setting out the approach to fisheries liaison and means of delivering co-existence and disruption agreements ahead of construction
• A buoyed construction area will be implemented around the site by Iarnród Éireann
• A dropped object protocol will be implemented
 	
Monitoring
 	
No construction phase monitoring requirements have been identified.

EIAR Chapter 16: Cultural Heritage
Mitigation and Monitoring During the construction phase archaeological monitoring will be carried out by suitably qualified and experienced maritime archaeological personnel licensed by the DHLGH.
EIAR Chapter 17: Traffic and Road Transport
Mitigation No construction phase secondary mitigation measures have been identified for Traffic and Transport receptors. **Monitoring** The contractor will be obliged to implement the mitigation measures outlined in the Construction and Environmental Management Plan and the Construction Traffic Management Plan with respect to monitoring, inspections and record keeping during the construction phase of the Proposed Development.
EIAR Chapter 18: Air Quality
Mitigation At the construction planning stage, the siting of activities and storage piles will consider the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. The prevailing wind, predominantly westerly to south-westerly, is expected to be beneficial, as it will help disperse dust away from sensitive residential receptors. The wind direction should be carefully considered when choosing locations for construction compounds and storage piles. Placing these facilities downwind of sensitive receptors will minimise the potential for dust nuisance at those locations. Good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or quickly implementing effective control measures before the potential for nuisance occurs. When rainfall is greater than 0.2mm/day, dust generation is generally suppressed (IAQM, 2024; UK ODPM, 2002). The potential for significant dust generation is also reliant on threshold wind speeds of greater than 10 m/s (19.4 knots) (at 7 m above ground) to release loose material from storage piles and other exposed materials (USEPA, 1986). Particular care should be taken during periods of high winds (gales), as these

Construction Phase Mitigation and Monitoring
conditions increase the potential for significant dust emissions. The following measures will be implemented to prevent dust nuisance during unfavourable meteorological conditions: • The Principal Contractor or equivalent must monitor the contractors' performance to ensure that the proposed mitigation measures are implemented, and that dust impacts and nuisance are minimised • During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions • The name and contact details of a person to contact regarding air quality and dust issues will be displayed on the site boundary; this notice board should also include head/regional office contact details • A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with dust nuisance or air quality concerns, together with details of any remedial actions carried out • It is the responsibility of the contractor to demonstrate full compliance with the dust control conditions herein at all times • The procedures put in place will be strictly monitored and assessed at all times • The dust minimisation measures will be reviewed at regular intervals throughout the works to ensure their effectiveness and to maintain the goal of minimising dust emissions through the use of best practices and procedures. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed, and satisfactory procedures implemented to rectify the problem. Preparing and Maintaining the Site • The site layout will be planned so that machinery and dust causing activities are located as far away as possible from sensitive receptors • Solid screens or barriers will be erect around dusty activities or along the site boundary, ensuring that they are at least as high as any stockpiles on site • Specific operations with a high dust production potential will be fully enclosed, particularly where the site is active for an extensive period • Avoid site runoff of water or mud • Site fencing, barriers and scaffolding will be regularly cleaned using wet methods • Materials with a potential to produce dust will be removed from the site as soon as possible; if materials are to be re-used on-site, they should be properly covered, seeded or fenced to prevent wind whipping. Operating Vehicles / Machinery and Sustainable Travel • All vehicles will be switched when stationary ensuring no idling vehicles • The use of diesel or petrol -powered generators will be avoided where possible with mains electricity or battery powered equipment being used where practicable • Impose and signpost a maximum-speed-limit of 20 km/h haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated contractor and with the agreement of the local authority, where appropriate) • Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing) Operations • Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods Waste Management • Avoid bonfires and burning of waste materials Measures Specific to Earthworks • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable • Only remove the cover in small areas during work and not all at once • During dry and windy periods, and when there is a likelihood of dust nuisance, a bowser will operate to ensure moisture content is high enough to increase the stability of the soil and thus suppress dust Measures Specific to Construction • Avoid scabbling (roughening of concrete surfaces) if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place • For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust

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Measures Specific to Trackout • A speed restriction of 20 km/h will be applied as an effective control measure for dust for on-site vehicles • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. If sweeping using a road sweeper is not possible due to the nature of the surrounding area, then a suitable smaller scale street cleaning vacuum will be used. • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable • Record all inspections of haul routes and any subsequent action in a site logbook • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) **Monitoring** Monitoring of construction dust deposition to nearby sensitive receptors, along the site boundary, during the construction phase of the Proposed Development, is recommended to ensure mitigation measures are working satisfactorily. This can be carried out using the Bergerhoff method in accordance with the requirements of the German Standard VDI (German VDI 2002). The Bergerhoff Gauge consists of a collecting container and a stand with a protective cage. The collecting container is secured to the stand, with its opening located approximately 2 m above ground level. The TA Luft limit value is 350 mg/m2/day during the monitoring period of 30 days (+/- 2 days).
EIAR Chapter 19: Noise and Vibration
Mitigation and Monitoring The contractor will appoint a Community Liaison Officer to ensure that any complaints in relation to noise and vibration are dealt with promptly and efficiently during construction. In terms of <u>blast design control</u>, specific guidance will be obtained from the recommendations contained within BS 5228-2 (2009+A1:2014) in relation to blasting operations in addition to experienced blast control techniques used by the contractor. These will include some or all of the following: • All blasting will be undertaken by professionally trained blast contractors • Restriction of hours within which blasting can be conducted (09:00 – 19:00hrs) • During the commencement of the blasting activities an initial low-level blast will be carried out (i.e. a low Maximum Instantaneous Charge (MIC)) and monitoring will be carried out simultaneously at a number of sensitive properties in different directions in order to generate specific scaled distance graphs • The scaled distance graphs will be used to determine the optimum MIC for subsequent blasts area in order control vibration and AOP limits below the relevant limit values at the nearest sensitive buildings • Explosive charges will be properly confined by a sufficient amount of stemming • Blasting contractors will ensure that the minimum amount of primer cord is used, and that no primer cord is located above ground • The design, execution and completion of any blasting within 100 metres of any vulnerable structure will require special considerations. This will include the use of pre and post condition structural surveys by a competent structural engineer • Ground vibration and air over pressure (AOP) will be recorded simultaneously for each blast at the most sensitive locations, depending on the works area being blasted In line with best practice mitigation measures from vibration sources, good communication and public relations are a key factor in reducing any startle effects to residents. In this instance, a Public Communications Strategy will be implemented by the contractor prior to the commencement of any blast works. In such cases the following recommended mitigation measures are proposed: • Relevant nearby residents will be notified before any work, and blasting starts (e.g. a minimum of 24-hour written notification) • The implementation of an onsite documented complaints procedure will be maintained by the contractor • The use of independent monitoring will be undertaken by external bodies for verification of results <u>Dredging-specific measures</u>: During periods outside of daytime hours the dredging vessel will be located a minimum of 200m from the shoreline in order that noise levels attenuate sufficiently to the local receptor locations. Should noise monitoring results indicate that noise levels are below the specified construction noise thresholds then there is the potential for the dredging works to be undertaken closer to the shoreline. Noise measurements must be monitored closely when moving the dredging activity closer to the shoreline (and hence the NSLs) to ensure that the construction thresholds are not exceeded. <u>Control of noise sources</u>:

Construction Phase Mitigation and Monitoring
If the use of low noise plant or replacing a noisy item of plant are not viable or practicable options, consideration should be given to noise control "at source". This refers to the modification of an item of plant or the application of improved sound reduction methods, often in consultation with the supplier. For example, resonance effects in panel work or cover plates can be reduced through stiffening or application of damping compounds; rattling and grinding noises can often be controlled by fixing resilient materials in between the surfaces in contact. BS5228 states that "as far as reasonably practicable sources of significant noise should be enclosed". In applying this guidance, constraints such as mobility, ventilation, access and safety must be taken into account. Items suitable for enclosure include pumps and generators. Demountable enclosures that could be moved around site as necessary may also be used to screen operatives using hand tools such as angle grinders. BS5228 makes a number of recommendations in relation to "use and siting of equipment". These are relevant and hence are reproduced below. These recommendations should be implemented on the site. • "Plant should always be used in accordance with manufacturers' instructions. Care should be taken to site equipment away from noise-sensitive areas. Where possible, loading and unloading should also be carried out away from such areas. • Circumstances can arise when night-time working is unavoidable. Bearing in mind the special constraints under which such work has to be carried out, steps should be taken to minimise disturbance to occupants of nearby premises. • Machines such as cranes that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum. Machines should not be left running unnecessarily, as this can be noisy and waste energy. • Plant known to emit noise strongly in one direction should, when possible, be orientated so that the noise is directed away from noise-sensitive areas. Attendant operators of the plant can also benefit from this acoustical phenomenon by sheltering, when possible, in the area with reduced noise levels. • Acoustic covers to engines should be kept closed when the engines are in use and idling. The use of compressors that have effective acoustic enclosures and are designed to operate when their access panels are closed is recommended. • Materials should be lowered whenever practicable and should not be dropped. The surfaces on to which the materials are being moved could be covered by resilient material." Also note the following outline guidance in relation to specific considerations which may be deployed as required by the contractor: • For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and/or maintaining enclosure panels during operation can reduce noise levels by up to 10 dB. Mobile plant should be switched off when not in use and not left idling. • For piling plant, noise reduction can be achieved by enclosing the driving system in an acoustic shroud. For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system or utilising an acoustic canopy to replace the normal engine cover. • For percussive tools such as pneumatic concrete breakers, rock drills and tools a number of noise control measures include fitting muffler or sound reducing equipment to the breaker 'tool' and ensuring any leaks in the air lines are sealed. Erect localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries. • For all materials handling ensure that materials are not dropped from excessive heights and drop chutes/dump trucks are lined with resilient materials. • For compressors, generators and pumps, these can be surrounded by acoustic lagging or enclosed within acoustic enclosures providing air ventilation. • Demountable enclosures can also be used to screen operatives using hand tools and may be moved around site as necessary. • All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures. The contractor will be required to ensure construction activities operate within the noise limits set out within this assessment. Any noise monitoring should be conducted in accordance with the International Standard ISO 1996: 2017: Acoustics – Description, measurement and assessment of environmental noise.
EIAR Chapter 20: Navigation and Shipping
Mitigation No construction phase secondary mitigation measures have been identified for Navigation and Shipping receptors. **Monitoring** No construction phase monitoring requirements have been identified.
EIAR Chapter 21: Population and Human Health
Mitigation

Construction Phase Mitigation and Monitoring

Secondary mitigation measures proposed to avoid or minimise adverse population and human health effects during the construction of the Proposed Development are:
 	
• The implementation of the following management plans:
    ○ Construction Traffic Management Plan (CTMP).
    ○ Air Quality Management Plan (AQMP)
    ○ Dust Management Plan (DMP)
    ○ Noise and Vibration Management Plan (NVMP)
• Iarnród Éireann is committed to proactive, transparent, and ongoing engagement with local communities and stakeholders throughout the construction phase of the Proposed Development.
 	
A Community Liaison Officer (CLO) will be appointed as the primary point of contact for the local community. The CLO will manage all public-facing communications and respond to queries or concerns raised by members of the public, local groups, or statutory consultees.
 	
Monitoring
 	
No construction phase monitoring requirements have been identified.

EIAR Chapter 22: Material Assets
Mitigation No construction phase secondary mitigation measures have been identified for Material Assets. **Monitoring** No construction phase monitoring requirements have been identified.
EIAR Chapter 23: Seascape, Landscape and Visual Impacts
Mitigation As site construction evolves, the Proposed Development will be encircled with appropriate site hoarding and fencing to partially screen the construction of the proposed buildings and some of the lower-lying constructed elements within the development. **Monitoring** No construction phase monitoring requirements have been identified.
EIAR Chapter 24: Climate
Mitigation The following measures to reduce the embodied carbon of the construction works are: • Appointing a suitably competent contractor who will undertake waste audits detailing resource recovery best practice and identify materials that can be reused/recycled, in compliance with The Circular Economy and Miscellaneous Provisions Act 2022 • Prevention of on-site or delivery vehicles from leaving engines idling, even over short periods • Ensure all plant and machinery are well maintained and inspected regularly • Reconsideration of the design to reduce materials required. The volume of concrete required has been minimised within the design, with a choice to use the dredged spoil and rockfill material as a more sustainable alternative. Minimisation of carbon intensive materials within the design is considered a primary mitigation measure and higher on the IEMA hierarchy of mitigation with respect to carbon. • The replacement, where feasible, of concrete containing Portland cement with a low carbon concrete as per the Climate Action Plan. An example of a replacement material is a 25% ground granulated blast furnace slag (GGBS) although other options also apply and provided that they have an embodied carbon that is as low or lower, then they are suitable for the final design with respect to the carbon assessment. • The Proposed Development will minimise wastage of materials due to poor timing or over ordering on site thus helping to minimise the embodied carbon footprint of the Proposed Development • The use in construction plant and equipment of sustainably sourced Hydrotreated Vegetable Oil (HVO) as a 100% replacement of fossil fuels. HVO use is considered a stepping stone towards the use of electric construction plant as it becomes available in the market.

Construction Phase Mitigation and Monitoring
• Procurement contracts will ensure that lower carbon choices are considered favourable during tender • Where practicable, opportunities for materials reuse will be incorporated within the extent of the Proposed Development including the use of reclaimed asphalt and recycled aggregate, which will reduce the virgin material needs • Where practicable, materials will be sourced locally to reduce the embodied emissions associated with transport **Monitoring** No construction phase monitoring requirements have been identified.

APPENDIX B: ROSSLARE EUROPORT MARINE GUIDANCE & PROCEDURES LOCAL PORT SERVICES MANUAL (REV 2 11TH NOVEMBER 2024)

2024 / 2025

Marine Guidance & Procedures

Local Port Services MANUAL

Procedures for Shipping Movements, Bunkering and Underwater Operations

Irish Rail recognises its responsibilities as occupier of and port authority at Rosslare Europort hereinafter "the port authority"

Latest Review Date: 11th Nov 2024

TABLES

1. ARRIVAL PROCEDURES – MASTER

1.1. Charts	Each vessel should carry on board the following UKHO paper/electronic Charts or equivalent. • 1772 • 1787
1.2. SafeSeasIreland	All vessels will notify the Port Authority using SafeSeasIreland as per section 7(1) of the EC (Vessel Traffic Monitoring and Information System) Regulations 2010. [SI 573/2010].
	Where for technical reasons SafeSeasIreand is unavailable then the notification procedures as per sections 8.1 and 8.2 may be followed for non-exempted vessels by email or other electronic means through the operator or agent.
1.3. Initial ETA from Vessels arriving from the Continent	email Harbour Master IERosslareHarbourMaster@irishrail.ie upon sailing with the following additional details: • Deepest Arrival Draft • Trade Vehicles to be discharged • Foot Passengers to be discharged
	Insert the subject heading as **ETA Rosslare**
1.4. ETA for vessels approaching within VHF Range	ETA for passing the Breakwater Light should be passed to ROSSLARE HARBOUR by VHF Channel 12 about 1½ hours before arrival, or as soon as within VHF range.
1.5. Port Waste Reception	Prior to entry, where a vessel is not covered by an exemption in accordance with Article 9 of Directive 2000/59/EC: • The Master is required under Article 6 of the above directive to complete the form in Annex II. • The form is available in electronic form from the Harbour Master. • Waste reception information contained therein should be emailed to the Harbour Master.
1.6. Port Health	The Harbour Master must be informed where a person on board shows symptoms compatible with Covid-19, or Ebola Virus Disease (fever, weakness, muscle pain, headache, sore throat, vomiting, diarrhoea, bleeding) and is discovered to have been in an affected area of West Africa in the past 21 days.

1.7. Crew Lists & Shore Leave	Where the Master of **any** vessel is permitting its crewmembers to take Shore leave whilst at Rosslare Europort particularly during a layover he shall email his Crew List in advance to the following: • ISPS@irishrail.ie • IERosslareHarbourControllers@irishrail.ie • IERosslareHarbourMaster@irishrail.ie Crew members must be advised that they as a minimum must wear High Vis clothing and keep to the Pedestrian walkways within the port. In addition, they should carry Company issued Photographic ID to gain access to the port again. Access to the port for Crew during the ports working hours is via the Terminal Building. Between 22:00 and 06:00 access can be obtained via the Security gate on the Old Railway platform for crew members with encoded ID cards. Other crew members without such cards requiring access should telephone Port Security on +353 (87) 3561956. Only persons on the Crew list will be permitted to enter. Note: Rosslare Europort has a strict Drugs & Alcohol policy and persons who require access to the port who appear to be under the influence of either or for any other reason are deemed to be a danger to themselves or others will not be permitted to access the port. Shipping companies will always be notified in such circumstances.

2. PRIOR TO PORT ENTRY

All reports from this section should be passed to LPS by calling ROSSLARE HARBOUR by VHF Channel 12.

2.1. Establishing Clearance	Vessels passing abeam of Tuskar Rock Light must report to LPS by calling ROSSLARE HARBOUR on VHF Channel 12, and establish clearance to approach their scheduled Berth. The LPS may give clearance to a vessel to proceed through the channel while waiting for a vessel to vacate a berth. Vessels shall not approach to within 7 cables of NE Breakwater Light, until final clearance to approach the harbour is given.
2.2. Defects	Masters of vessels must notify LPS by calling ROSSLARE HARBOUR on VHF Channel 12 when any item of equipment or machinery, critical to safe navigation or the manoeuvrability of a vessel has developed a deficiency. This should be communicated prior to establishing clearance if possible or as soon as it occurs if the vessel is already on approach to the port. Where such a defect cannot be rectified within 24hrs, the Master must communicate this to the Harbour Master by email giving an approximate time frame for the repair. He should further advise when the defect is eventually closed out.
2.3. Name of Master	Vessels must notify LPS on VHF Channel 12 when establishing clearance inbound and outbound of the name of the Master who will be in charge of manoeuvring the vessel.

2.4. Pilotage Training	1. Where officers are to undertake an in-house program of Pilotage training for Rosslare, the Master must email the Harbour Master to inform him of the commencement and completion of the officer's training, with full details of the training undertaken and the passages completed. The letter will also state that the training Master is satisfied with the new officers Ship Handling ability and his local knowledge of the Port. 2. Vessels must notify LPS on VHF Channel 12, when Pilotage Training is taking place, and provide the name of the Master who is supervising the training. 3. LPS pilotage assistance is compulsory at a minimum, for the initial 6 visits, by a person capable of piloting a vessel into the port. 4. Pilotage is conducted under supervision of the HM, or a Master on the Approved Pilotage list, for the initial six trips in and out. 5. The HM will monitor the last qualifying trip from the LPS tower, or from on board, whichever is more suitable. 6. Information on pilotage is sent in advance to new ship via email. This includes the LPS manual, latest hydrographic survey, port emergency plan, oil spill plan, and further orientation on pilotage as provided by the Harbour Master. 7. Operating wind limits are agreed between port and ship. 8. Local Notice to Mariners are issued as required. 9. All Masters are on an approved list. 10. Masters must hold a current Class 1 or Master Foreign-Going Licence appropriate to the vessel. 11. Officers having successfully completed the qualifying trips and monitoring will be added to the 'Approved Pilotage List'.
2.5. Flashing Orange Light on Berth	A flashing orange light displayed on the quayside is designed to indicate that the Berth is not clear for use and work over side, e.g. Quay or Fender repairs, is ongoing.
2.6. Listening Watch	Vessels should maintain a continuous listening watch on VHF Channel 12, until made fast alongside their Berth.
2.7. Communications between Vessels	Communications between vessels relating to berthing or manoeuvring should only be conducted on VHF Channel 12.
	Other VHF Communications should only be conducted on the designated Intership frequencies of Channels 06, 08, 72 and 77.

2.8. Cancellation of Service	Masters of vessels who intend to cancel a scheduled sailing for whatever reason and remain alongside must communicate that request to the LPS as soon as possible. Where Masters of vessels on scheduled services take the decision to cancel in another port it would be appreciated if this could also be communicated to LPS and the Harbour Master as soon as practicable so as to best serve the needs of all other port users and State Agencies. This will better serve interim berth allocation and the contingency rostering of stevedores.
2.9. Requests to Change Berths	Where Masters of vessels mutually agree to deviate from the berths assigned in the weekly Berthing Schedule, permission for such a change must be sanctioned by the Harbour Master in advance.

3. MANOEUVRING IN THE SOUTH SHEAR

3.1. Arriving off South Holdens Buoy	When another Vessel is, or is about to, manoeuvre within the Harbour, contact must be established with that Vessel on VHF Channel 12, in order to clearly establish her actual sailing time and/or intended movements.
3.2. Harbour Entry	Upon passing the West Holdens Buoy, vessels should not approach within 7 cables of the NE Breakwater Light, when awaiting clearance to proceed towards their Berth.
3.3. Anchoring	When anchoring off the port, Masters must inform ROSSLARE HARBOUR on VHF Channel 12 of their intention to anchor. Masters must ensure that their intended anchorage position is sufficiently far to the NNE of the Breakwater so as not to impede the approach of vessels into the port.

4. SAILING PROCEDURES – MASTER

All reports from this section should be passed to ROSSLARE HARBOUR by VHF Channel 12.

4.1. Communications prior to sailing	Vessels should maintain a continuous listening watch on VHF Channel 12, when preparing to sail.
4.2. Clearance for sailing	Vessels must obtain clearance to sail, from ROSSLARE HARBOUR by VHF Channel 12.
	Clearance to sail will be granted on the basis of one ship movement in the Port at a time.
4.3. SAFESEAS Ireland	All vessels will comply fully with the maritime information input requirements of SafeSeasIreland. www.safeseas.ie
4.4. Name of Master	Vessels must notify the Harbour Master of the name of the Master who will be in charge of manoeuvring the vessel sailing from the Port.
4.5. Pilotage Training	Vessels must notify LPS on VHF Channel 12, when Pilotage Training is taking place, and provide the name of the Master who is supervising the training.

5. HIGH WINDS – MASTER

5.1. Mooring Arrangements	When winds are forecast for force 6 or more, and/or average wind speeds [measured at the Breakwater] are experienced, especially when coming from a direction off-shore from the Berth, the Master or Senior Officer aboard any vessel alongside shall take the extra steps necessary to ensure that all mooring ropes are regularly checked and tightened, and supplemented as required.
5.2. Mooring berth 1 and 2	Berth 1, to use bollard A and C. Berth 2, to use bollard B and D.
5.3. Engine Readiness	When winds are forecast for force 6 or more, and/or average wind speeds [measured at the Breakwater] are experienced, especially when coming from a direction off-shore from the Berth, the Master or Senior Officer aboard any vessel alongside is required to make his engines and thrusters available for immediate use.
5.4. Remaining alongside in Strong Winds	In order to safely determine whether vessels may remain safely berthed in very strong wind conditions, the following restrictions may be applied by the Port Authority. Vessels may not be permitted to “lay-up” on any berth where: • The wind speed is, or is forecasted to be, greater than 35 knots, and • There is no shelter available from other ships, and • The wind is blowing off the berth. The combined operation of Berth 2 and 3, where the mean wind speed is, or is forecasted to be, greater than 35 knots, may be restricted to one vessel.
5.5. Linkspan damage limitation.	When a swell is running on the berth and when not working cargo, ships ramps should be raised if the movement of the ships ramp will cause damage to shore linkspan

6. IMMOBILISATION – MASTER

6.1. Notice to Port Authority	The Master of any vessel alongside shall not permit any of her engines or thrusters to be immobilised without at first requesting ROSSLARE HARBOUR on VHF Channel 12.
6.2. Permission to immobilise	Permission to immobilise engines will normally be granted by the Harbour Master or in his absence by the Duty Controller, when weather and other operational conditions, including the Berth in use, are taken into account.
6.3. Change of Berth	It may become necessary for a vessel to change Berth, in order to carry out repairs.
6.4. Anchorage	It may become necessary for a vessel to proceed to anchor, in order to carry out repairs.

7. TUG ASSISTANCE

7.1. Licensing of Tugs	All towage operations conducted in the Port must be approved by the Harbour Master.
7.2. Risk Assessment	Tug operations will be approved for a vessel only upon completion of a risk assessment as to the required capacity and manoeuvrability within the prevailing weather conditions.

8. NOTIFICATION – MASTER

8.1. Port Waste Reception	All non-exempted vessels must email the NOTIFICATION OF WASTE DISCHARGE document to their operator or agent and copy the Harbour Master.
8.2. ISPS Code	All non-exempted vessels must email the ISPS NOTIFICATION document to the Maritime Safety Directorate and copy the Harbour Master.
8.3. Damage to Port Infrastructure	Any damage caused to Port Infrastructure such as fenders, ramps, gangways, navigation aids etc. shall be reported immediately to the Duty Controller on VHF Channel 12 or by phone. It shall be followed up with a report to the Harbour Master by email as soon as is practicable.

9. ARRIVAL PROCEDURES - CONTROLLER

9.1. Manning of the LPS Tower	There is no current requirement for the LPS tower to be manned continuously due to the schedule of the ports regular traffic. The LPS tower will however be manned, as a minimum: • For the arrival of a cargo ship or RoRo vessel, from Tuskar Rock inwards until all secure on her berth. Where a vessel is approaching from the North the LPS tower will be manned for 30 minutes prior to arrival. • For the departure of a cargo ship or RoRo vessel from the berth until clear of the South Shear.
9.2. ETA	All vessels are required to report their ETA as per the procedures in section 1.
9.3. Clearance	All vessels must obtain clearance to berth as per the procedures in section 2.
9.4. Inward Clearance procedure	Vessels should be cleared to proceed towards their Berth only when: • The Berth is vacant • The approaches are clear of other manoeuvring vessels
9.5. Communications	The Duty LPS Operator shall keep incoming vessels fully informed of actual or expected traffic movements in the Port
9.6. Name of Master in control of vessel	If a vessel does not report the information requested in section 2.3, the Controller should request it by VHF Channel 12.
9.7. Call the Harbour Master	When weather conditions exceed or are forecasted to exceed the weather operating limits as outlined in section 17.
	When a vessel reports a defect as required under section 2.2
9.8. Visiting Fishing Vessels & Leisure craft	The Duty Port Controllers must clearly inform all visiting Fishing vessels and leisure craft by VHF of the need to obtain permission from Port Control prior to them Entering / Departing or manoeuvring in the port. This should be reiterated during any further contact with them.

	The Duty Port Controller must report the arrival of all visiting Fishing vessels and leisure craft to Port Security so they can deliver the SOP 22, Safety & Security notice. Port Security will record the delivery of such notices in their log.
9.9. Powers of the LPS Controller	The powers of the Harbour Master are delegated to the Duty LPS Controller in the Harbour Master's absence.

10. SAILING PROCEDURES - CONTROLLER

10.1. Clearance Procedure	All vessels must obtain clearance to sail as per procedure 4.2.
10.2. Readiness	Clearance to sail must not be given until the vessel has closed her doors, singled-up and there are no other movements in the Port.
10.3. Control	The Traffic Coordinator must obtain the permission of the Duty Controller before letting a vessel go.

11. COMMUNICATIONS WITH VESSELS

11.1. Vessel Requests	If a vessel informs LPS of any specific requirements with reference to another vessel, it must be clearly advised to communicate with the other vessel concerned, on VHF Channel 12.
11.2. Instructions to Vessels	Any instruction given to a vessel should be given with caution and be advisory unless otherwise ordered by the Harbour Master.
11.3. Collision Avoidance	Under no circumstances must Port Staff be involved in passing direct collision avoidance instructions by VHF radio.

12. PRESSURE FROM SHIPPING COMPANIES

12.1. Berthing Priority	**WHERE PRACTICABLE** a Passenger Vessel takes precedence over a RORO Freight Vessel.
	WHERE PRACTICABLE a vessel operating to her schedule takes precedence over a vessel that is delayed.
12.2. Controller's Priority	The safe movement of vessels in and out of the Port is the only valid concern of the Duty Controller, when dealing with vessel movements
12.3. Calling the Harbour Master	If the LPS operator has any doubt, he must telephone the Harbour Master or Deputy Harbour Master immediately for advice and rectification. Any perceived unsafe practice must be halted immediately.

13. HIGH WINDS – CONTROLLER

13.1. Mooring Arrangements	When winds are forecast for force 6 or more, and/or 1 hour average wind speeds of 25 knots or more are observed on the LPS Display, and especially when coming from a direction off-shore from the Berth, the Duty Controller should make contact with the Master or Senior Officer aboard any vessel alongside to satisfy himself that they are arranging to take the extra steps necessary to ensure that all mooring ropes are regularly checked and tightened, and supplemented as required.
13.2. Engine Readiness	When winds are forecast for force 6 or more, and/or 1 hour average wind speeds of 25 knots or more are observed on the LPS Display, and especially when coming from a direction off-shore from the Berth, the Duty Controller should make contact with the Master or Senior Officer aboard any vessel alongside to satisfy himself that they are continuously assessing the necessity of making the engines and thrusters available for immediate use.
13.3. Linkspans	When winds are forecast for force six or more, and/or 1 hour average wind speeds of 25 knots or more are observed on the VTS Display, and especially when coming from a direction off-shore from the Berth, the Duty Controller should instruct a vessel alongside at night and not working to close their doors and ensure that the vessel remains clear of the Linkspan.
13.4. UAV's	The controller shall observe Delapp's Hill area from the operations tower for detection of any illicit observation activity or control of UAV (unmanned aerial vehicles) activity

14. MARINE INCIDENT GUIDELINES - CONTROLLER

14.1. Facts	In the event of a Vessel incident, it is important to establish the facts ***[refer to the Marine Incident Checklist in the Emergency Plan]***, bearing in mind that the Vessel, in the initial stages of an incident, may not have all the information to hand
14.2. Notes	Make every effort to write down the details at the time. If necessary, get assistance to do this as soon as practicable.
14.3. Voice	When a vessel has a problem, the Controller should make every effort to keep his voice calm and clear on the VHF.

14.4. Channel 12	Clearly advise the Vessel to maintain a listening watch on VHF Channel 12, and all others to keep the channel clear for Port Operations.

15. GENERAL INFORMATION

15.1. Weather Forecasts	**3 day**	Hourly Forecast http://www.windfinder.com/weatherforecast/rosslare
	5 day	6 Hourly Forecast http://www.met.ie/forecasts/5day-ireland.asp
	10 Day	3 Hourly Forecast http://www.windfinder.com/forecast/rosslare

15.2. Live weather and tidal information	Live wind velocity and tidal height information is recorded on the LPS Display and is readily available from the Port Operations Tower.
	Irish Lights have provided the following live feed from the Splaugh Buoy [**Posn: approx. 2nm ESE of Rosslare Europort at the entrance to the South Shear Channel**]. https://twitter.com/SplaughBuoy

15.3. Berth Depths below Chart Datum	Berth 1	6.8 m
	Berth 2	6.7 m
	Berth 3	7.0 m
	Berth 4	5.0 m
	Fisherman's Quay	The Fisherman's Quay has a ledge alongside of 3.7 metres, and a charted berth depth clear of this [2 metre] ledge of 7.2 metres.

15.4. Actual Berth Depths	Actual water depths may be calculated by adding the height of tide figure on the LPS Display to the above depths.

15.5. Tidal Restrictions currently in force at Berth 2

Draft Aft [m]	Minimum Height of Tide [m]
6.9	+1.2
6.8	+1.1
6.7	+1.0
6.6	+0.9
6.5	+0.8
6.4	+0.7

15. GENERAL INFORMATION

15.6. Predicted Heights of Tide	Rosslare Europort is a standard port [ATT 767]. Tidal Heights are available from UKHO Tide Tables NP201B
15.7. Estimating Visibility	When responding to a request from a vessel to establish visibility in the Port, the Duty Controller should always refer to the Visibility Chart in section 15.8 below.
15.8. Visibility Chart	(see table below)

OBSERVED DISTANCES FROM PORT OPERATIONS TOWER	
RNLI Hut	**100 metres**
BERTH 1 LINKSPAN	**150 metres**
BERTH 3 GANGWAY	**250 metres**
END OF BERTH 2	**300 metres**
BREAKWATER LIGHT	**450 metres**
IF BREAKWATER LIGHT IS VISIBLE, BUT NOT WEST HOLDENS BUOY	**Approx. ½ mile**
WEST HOLDENS BUOY	**1 mile**
CALMINES BUOY	**1½ miles**
SPLAUGH BUOY	**2 miles**
ROSSLARE POINT	**4 miles**
TUSKAR ROCK LT.	**5½ miles**

15. GENERAL INFORMATION

15.9. Manoeuvring in reduced Visibility in the port.	For the purposes of this instruction, reduced visibility shall be regarded as being when the horizontal visibility is less than 100m at Bridge height. The following should be among the factors taken into account by the Master of a vessel when determining whether an intended manoeuvre in the port is safe in reduced visibility : • Whether an adjacent berth is occupied. • Whether the 1hr average wind in the port is above 15kts. • Whether the manoeuvre requires a swing. • Whether any defects exist in navigational equipment. • Whether any defects exist in any propulsion or steering system. • Whether the Master of the vessel has less than 50 manoeuvres on that vessel in the port. If the answer to any of the above is yes, then the manoeuvre should not be considered safe.

16. LOCAL NOTICES TO MARINERS

All Local Notices to Mariners issued in previous years are now cancelled. The following are in effect.

	LNtM No 5 of 2023 Rosslare Europort Wind Hub-Marine Site Investigations – Irish Rail. **LNtM No 6 of 2023 Rosslare Europort – Offshore Wind Hub – Metocean Survey & Static Acoustic Monitoring.** **LNtM No 3 of 2024 Rosslare Europort – Berth 2 Diving – Essential Maintenance.** **New Local Notices will be promulgated to vessels by email as soon as they are issued.**

17. Operating Weather Limits

17.1. Legislation	**S.I. 573 of 2010:** Regulation 19 of European Communities (Vessel Traffic Monitoring and Information System) Regulations, 2010.
	Measures in event of exceptionally bad weather 19. (1) Where, in the event of exceptionally bad weather or sea conditions, the Irish Coast Guard or a **Port Authority** considers that there is a serious threat of pollution to the shipping areas or coastal zones of the State, or to the shipping areas or coastal zones of other states, or that the safety of human life is in danger: (a) they should, where possible, fully inform the Master of any ship which is in the port area concerned and intends to enter or leave that port, of the sea state and weather conditions and, when relevant and possible, of the danger they may present to his or her ship, the cargo, the crew and the passengers; (b) they may take, without prejudice to the duty of assistance to ships in distress and in accordance with Regulation 22, any other appropriate measures, which may include a recommendation or a prohibition either for a particular ship or for ships in general to enter or leave the port in the areas affected, until it has been established that there is no longer a risk to human life or to the environment; (c) they shall take appropriate measures to limit as much as possible or, if necessary, prohibit the bunkering of ships in their jurisdiction.
	(2) The Master shall inform the company of the appropriate measures or recommendations referred to in paragraph (1). These do not however prejudice the decision of the Master on the basis of his or her professional judgement corresponding to the SOLAS Convention. Where the decision taken by the Master of the ship is not in accordance with the measures referred to in paragraph (1), he or she shall inform the appropriate competent authorities of the reasons for his or her decision.
	(3) The appropriate measures or recommendations, referred to in paragraph (1), shall be based upon a sea state and weather forecast provided by a qualified meteorological information service recognised by the State.

17.2. Agreed Operating Weather Limits	Compliance with the legislation in section 17.1 above is achieved by agreeing Operating Limits for arriving, lying alongside and sailing from the Port between the Master of each vessel and the Harbour Master.
	Agreed Operating Limits for each vessel are documented in this section and are reviewed periodically.
	Agreed Operating Limits shall not normally be exceeded without agreement between the Master of the vessel and the Harbour Master
	Other vessels: Refer to 17.5 & 17.6
	Bunkering Vessels: Refer to Bunkering Procedures

17.3. Variable Factors to consider when reducing limits

- Loss of propulsion, thrusters or other equipment that would affect manoeuvrability
- Thruster Limits due to onshore wave conditions in swinging area
- Vessel on Berth 3 when approaching Berth 2
- Vessel on Berth 2 when approaching Berth 3
- Height of Tide
- Squally conditions that can provide a 30% variance on the mean wind speed readings
- Mooring limitations on Berth 3
- Vessel on Berth 4 when approaching Berth 2 or Berth 3
- Loss of mooring equipment that limits ability to remain alongside

17.4. Variable Factors to consider when increasing limits

- Use of Anchor
- Shelter on Berth 1 from another vessel when approaching Berth 2
- Shelter on Berth 2 from another vessel when approaching Berth 1
- Shelter provided by de Lap's Hill in heavy winds from S to SW
- Use of corner fendering at end of Berth 1 or Berth 2 to assist manoeuvring

17.5. Use of 30 minute Mean Wind speed (knots) as measured at Breakwater

- May be used when forecast is indicating a sustained decrease in wind speed.

17.6. Limitations on the use of Berth 4

Limitations on the use of Berth 4

The use of Berth 4 is restricted in certain weather conditions so as to avoid the potential for vessel collision in the event of a power blackout on a vessel approaching Berth 3.

Wind Direction	Max 1hr wind-speed limits
N	25
NNE	25
NE	25
ENE	25
E	30
ESE	35
SE	35
SSE	30
S	25
SSW	20
SW	20
WSW	20
W	25
WNW	25
NW	25
NNW	25

17.7. Pilotage for Vessels with restricted power :

Pilotage for Vessels with restricted power :

The onus is on the shipping company to demonstrate that the Master is properly licensed and has successfully achieved the requisite number of observed passages. However, if the Harbour Master retains a concern as to the competence of the Master in handling ships at Rosslare Europort, and where there is no tug assistance, the following ONE-HOUR MEAN WINDSPEED WIND LIMITS will be applied to vessels of restricted power:

Wind Direction	Single-screw vessel with thruster capacity < 750kW [knots]	Twin-screw vessel with thruster capacity < 500kW [knots]
N	13	18
NNE	13	18
NE	13	18
ENE	13	18
E	15	20
ESE	20	25
SE	20	25
SSE	20	25
S	20	25
SSW	20	25
SW	15	20
WSW	15	20
W	15	20
WNW	13	18
NW	13	18
NNW	13	18

17.8. Isle of Inishmore

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow-on	Stern-to	Bow-on	Stern-to	Bow-on	Stern-to
N	000°(T)	40	40	40	40	15	15
NNE	022½°(T)	40	40	40	40	15	15
NE	045°(T)	40	40	40	40	15	15
ENE	067½°(T)	40	40	40	40	15	15
E	090°(T)	40	40	40	40	15	15
ESE	112½°(T)	40	40	40	40	15	15
SE	135°(T)	45	45	45	45	15	15
SSE	157½°(T)	45	45	45	45	15	15
S	180°(T)	40	40	35	35	20	20
SSW	202½°(T)	40	40	35	35	20	20
SW	225°(T)	40	40	35	35	20	20
WSW	247½°(T)	40	40	35	35	20	20
W	270°(T)	40	40	35	35	15	15
WNW	292½°(T)	40	40	35	35	15	15
NW	315°(T)	40	40	35	35	15	15
NNW	337½°(T)	40	40	35	35	15	15

17.9. Stena Horizon / Epsilon /Stena Foreteller/ Visby/Connemara/Drotten

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow-on	Stern-to	Bow-on	Stern-to	Bow-on	Stern-to
N	000°(T)		35		35		15
NNE	022½°(T)		35		35		15
NE	045°(T)		35		35		15
ENE	067½°(T)		35		35		15
E	090°(T)		35		35		15
ESE	112½°(T)		35		35		15
SE	135°(T)		40		40		20
SSE	157½°(T)		40		40		25
S	180°(T)		40		40		30
SSW	202½°(T)		40		40		30
SW	225°(T)		40		40		30
WSW	247½°(T)		35		35		30
W	270°(T)		35		35		25
WNW	292½°(T)		35		35		20
NW	315°(T)		35		35		15
NNW	337½°(T)		35		35		15

17.10. Regina Seaways / Athena Seaways

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow-on	Stern-to	Bow-on	Stern-to	Bow-on	Stern-to
N	000°(T)		30		30		20
NNE	022½°(T)		30		30		20
NE	045°(T)		30		30		20
ENE	067½°(T)		30		30		20
E	090°(T)		30		30		20
ESE	112½°(T)		30		30		20
SE	135°(T)		30		30		25
SSE	157½°(T)		30		30		30
S	180°(T)		30		30		30
SSW	202½°(T)		30		30		30
SW	225°(T)		30		30		30
WSW	247½°(T)		30		30		30
W	270°(T)		30		30		30
WNW	292½°(T)		30		30		25
NW	315°(T)		30		30		20
NNW	337½°(T)		30		30		20

17.11. Stena Nordica

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [314°(T)/134°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow-on	**Stern-to**	**Bow-on**	**Stern-to**	**Bow-on**	**Stern-to**
N	000°(T)		30		35		30
NNE	022½°(T)		30		35		30
NE	045°(T)		30		35		30
ENE	067½°(T)		30		35		30
E	090°(T)		35		35		35
ESE	112½°(T)		35		35		35
SE	135°(T)		35		35		35
SSE	157½°(T)		35		35		35
S	180°(T)		35		30		35
SSW	202½°(T)		35		30		35
SW	225°(T)		35		30		35
WSW	247½°(T)		35		30		35
W	270°(T)		35		30		35
WNW	292½°(T)		35		30		35
NW	315°(T)		35		30		35
NNW	337½°(T)		30		35		30

17.12. Cotentin

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow In	Stern-to	Bow In	Stern-to	Bow In	Stern-to
N	000°(T)	40	40	40	40	35	35
NNE	022½°(T)	35	35	35	35	35	35
NE	045°(T)	35	35	35	35	35	35
ENE	067½°(T)	35	35	35	35	35	35
E	090°(T)	35	35	35	35	35	35
ESE	112½°(T)	40	40	40	40	40	40
SE	135°(T)	40	40	40	40	40	40
SSE	157½°(T)	40	40	40	40	40	40
S	180°(T)	35	35	35	35	35	35
SSW	202½°(T)	35	35	35	35	35	35
SW	225°(T)	35	35	35	35	35	35
WSW	247½°(T)	35	35	35	35	35	35
W	270°(T)	35	35	35	35	35	35
WNW	292½°(T)	35	35	35	35	40	40
NW	315°(T)	40	40	40	40	40	40
NNW	337½°(T)	40	40	40	40	40	40

17.13. Isle of Innisfree

Wind Direction		One hour Mean Windspeed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow In	Stern-to	Bow In	Stern-to	Bow In	Stern-to
N	000°(T)	35/40	35/40	N/A	35/40	N/A	35/40
NNE	022½°(T)	35	35	N/A	35	N/A	35
NE	045°(T)	35	35	N/A	35	N/A	35
ENE	067½°(T)	35	35	N/A	35	N/A	35
E	090°(T)	35/40	35/40	N/A	35/40	N/A	35/40
ESE	112½°(T)	40	40	N/A	40	N/A	40
SE	135°(T)	45	45	N/A	45	N/A	45
SSE	157½°(T)	40	40	N/A	40	N/A	40
S	180°(T)	35/40	35/40	N/A	35/40	N/A	35/40
SSW	202½°(T)	35	35	N/A	35	N/A	35
SW	225°(T)	35	35	N/A	35	N/A	35
WSW	247½°(T)	35	35	N/A	35	N/A	35
W	270°(T)	35/40	35/40	N/A	35/40	N/A	35/40
WNW	292½°(T)	40	40	N/A	40	N/A	40
NW	315°(T)	45	45	N/A	45	N/A	45
NNW	337½°(T)	40	40	N/A	40	N/A	40

17.14. Kerry/Optima Seaways

Wind Direction		ONE HOUR MEAN WINDSPEED [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
			Stern-to		Stern-to		Stern-to
N	000°(T)		25		25		15
NNE	022½°(T)		25		25		15
NE	045°(T)		25		25		15
ENE	067½°(T)		25		25		15
E	090°(T)		25		25		15
ESE	112½°(T)		25		25		15
SE	135°(T)		25		25		20
SSE	157½°(T)		25		25		25
S	180°(T)		25		25		25
SSW	202½°(T)		25		25		25
SW	225°(T)		25		25		25
WSW	247½°(T)		25		25		25
W	270°(T)		25		25		25
WNW	292½°(T)		25		25		20
NW	315°(T)		25		25		15
NNW	337½°(T)		25		25		15

17.15. Oscar Wilde.

Wind Direction		One hour Mean Wind speed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
			Stern-to		Stern-to		Stern-to
N	000°(T)	40	40	40	40	40	40
NNE	022½°(T)	40	40	40	40	40	40
NE	045°(T)	40	40	40	40	40	40
ENE	067½°(T)	40	40	40	40	40	40
E	090°(T)	40	40	40	40	40	40
ESE	112½°(T)	45	45	45	45	45	45
SE	135°(T)	45	45	45	45	45	45
SSE	157½°(T)	50	45	45	45	45	45
S	180°(T)	45	45	45	45	45	45
SSW	202½°(T)	40	40	40	40	45	40
SW	225°(T)	40	40	40	40	40	40
WSW	247½°(T)	40	40	40	40	40	40
W	270°(T)	40	40	40	40	40	40
WNW	292½°(T)	50	50	45	45	45	45
NW	315°(T)	50	50	45	45	50	50
NNW	337½°(T)	50	50	45	45	50	50

17.16. Stena Estrid / Embla / Salamanca / Santona / Galicia							
Wind Direction		One hour Mean Wind speed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow In	Stern-to	Bow In	Stern-to		Stern-to
N	000°(T)	30	30	32	32		
NNE	022½°(T)	30	30	30	30		
NE	045°(T)	30	30	30	30		
ENE	067½°(T)	30	30	30	32		
E	090°(T)	30	30	32	35		
ESE	112½°(T)	30	32	32	35		
SE	135°(T)	35	35	35	35		
SSE	157½°(T)	35	35	35	35		
S	180°(T)	35	35	32	32		
SSW	202½°(T)	32	35	30	30		
SW	225°(T)	35	32	30	30		
WSW	247½°(T)	32	30	30	30		
W	270°(T)	30	30	30	30		
WNW	292½°(T)	32	35	30	30		
NW	315°(T)	35	35	32	32		
NNW	337½°(T)	35	35	35	32		

17.17. Finnpulp / Finnsun / Finnwave / Finnsky							
Wind Direction		One hour Mean Wind speed [knots] As measured at Breakwater					
		Berth 1 [324°(T)/144°(T)]		Berth 2 [324°(T)/144°(T)]		Berth 3 [314°(T)/134°(T)]	
		Bow In	Stern-to	Bow In	Stern-to	Bow In	Stern-to
N	000°(T)		28		30		28
NNE	022½°(T)		28		30		28
NE	045°(T)		25		30		25
ENE	067½°(T)		25		30		25
E	090°(T)		25		30		25
ESE	112½°(T)		28		30		28
SE	135°(T)		30		30		30
SSE	157½°(T)		30		30		30
S	180°(T)		30		28		30
SSW	202½°(T)		30		28		30
SW	225°(T)		30		25		30
WSW	247½°(T)		30		25		30
W	270°(T)		30		25		30
WNW	292½°(T)		30		25		30
NW	315°(T)		30		30		30
NNW	337½°(T)		30		30		30

17 Bunkering Procedures

17.12 Application

17.12.1 Bunker Transfers Alongside

Bunker transfers between road tanker or bunker barges and vessels alongside are the responsibility of the vessel and the road tanker driver or bunker barge Master.

17.12.2 Bunker Transfer on Board

Bunker transfers between road tanker and aboard vessels alongside are the responsibility of the vessel and the road tanker driver.

17.12.3 Monitoring

The Harbour Master will arrange for the process to be monitored and he or a designated Officer may board a vessel to inspect the bunker transfer arrangements at any time.

17.13 Notification

17.13.1 Approval

Approval of the Harbour Master must be confirmed prior to bunkering commencing.

17.13.2 Communications

The Master of a vessel intending to receive bunkers, shall notify the Harbour Master, as per table 1 below, by email or fax not less than 24hrs in advance of the intention to bunker.

email	**IERosslareHarbourMaster@irishrail.ie**

Table 1 - Notification to Bunker

17.13.3 Information to be provided

The notification should state:

1	**Berth**
2	**Type and Quantity of bunker fuel to be transferred**
3	**Expected time of bunkering to commence**

Table 2 - Bunkering Information

17.13.4 Communications with Port Operations Tower

Notification of commencement and completion of bunkering must be made to the Port Operations Tower by calling ROSSLARE HARBOUR on VHF Channel 12

17.13.5 Spillage

In the event of a spillage or accident during bunker transfer, the operation must be stopped and the Port Operations Tower must be informed immediately.

1	**Type of Oil spilt**
2	**Approximate Quantity**
3	**Action taken so far**

Table 3 - Information to be provided in the event of a spillage

Rosslare Europort's oil spill response plan will be implemented.

17.14 Bunkering Conditions

17.14.1 MARPOL Regulations

- Pollution caused by a spillage of heavy fuel is particularly damaging and difficult to clean up.
- All bunkering operations should be carefully planned and executed in accordance with MARPOL Regulations.

	17.14.2 Personnel involved in Bunkering operation • Spillages often occur when personnel are distracted by another task in particular when loading/discharging is ongoing on the vehicle decks. • Personnel involved in the bunkering operation on board should have no other tasks and should remain at their workstations until bunkering is complete.

17.14.3 Approved Bunkering Contractors

Companies intending to provide vessel-to-vessel bunkering services at Rosslare Europort must pre-register with the Harbour Master as approved bunkering contractors at least 14 days prior to carrying out bunker operations. The registration will require the Bunkering Contractor to provide information as contained in Table 4 below:

TECHNICAL DETAILS OF BUNKERING BARGE OR TANKERS	
1	Vessel Safety Plan
2	Vessel SOPEP
3	Vessel Particulars
4	Boom/Fendering Plan
COPIES OF COMPANY SAFETY POLICIES AND BUNKERING PROCEDURES	
5	Safety Management Certificate
6	Document of Compliance
7	Safety Management System – Bunkering Operations
8	Bunkering Operations Checklists
COMPETENCY OF BUNKER VESSEL CREWS	
9	Crew Manning Certificates
10	Evidence of Boom Training
INSURANCE DOCUMENTATION	
11	P&I Club Certificate of Entry
12	IOPP Cert
13	Hull Insurance

Table 4 - Information required from Approved Bunkering Contractors

17.14.4 Access to Bunkering Station

Vehicle Access to the receiving vessel's bunkering station from the vessel's door must be maintained clear so that in the event of support being required to deal with a spillage, appropriate equipment may access this area without obstruction.

17.14.5 Vessel's Safety Management System

Masters of bunkering barges, Drivers of road tankers and Masters of vessels receiving bunkers are advised that all bunkering operations at Rosslare Europort must be carried out in accordance with these Bunkering Conditions and are to be controlled under the procedures that are incorporated in the vessel's Safety Management System.

17.14.6 Bunkering Safety Checklist

Before bunkering commences, the document in Appendix A or a similar company one acceptable to the Port Authority which must be completed in full and submitted to the Harbour Master by email.

17.14.7 Containing any Spillage

All bunkering vessels must maintain positive pressure on the Yokohama Fenders so as contain any potential or actual spillage.

All bunkering vessels must provide a boom that:

- Is available for immediate deployment in the event of a spillage
- Is sufficient to surround the bunkering vessel.

The Port's rescue boat will be located at the top of the slipway [**adjacent to B2 Linkspan**] prior to the arrival of the bunkering barge so as to be readily available for deployment of the boom in the event of a spillage into the harbour.

17.14.8 Weather Limitations

- Bunkering hoses must be disconnected when weather conditions exceed the Limits determined in Appendix B.
- Bunkering must cease at Berth 2 and Berth 3 when another vessel is manoeuvring to/from Berth 3 or Berth 2 respectively.
- In heavy weather conditions, when a vessel is bunkering on board by road tanker on the offshore side, bunkering should cease at Berth 2 and Berth 3 when another vessel is manoeuvring to/from Berth 3 or Berth 2 respectively.

17.14.9 Bunkering after Hours of Darkness

- Bunkering operations shall in general not be carried out during the hours of darkness. Where there is a dire operational request by a Shipping Company to have one of its vessels bunker after dark then a Risk Assessment will be carried out by the Port Authority before any such operation be carried out.

17.14.10 Cancellation/Delays.

Rosslare Europort cannot accept any liability, cost or expense incurred for any cancellation, curtailment or delay of the bunker operation for any reasons whatsoever.

17.14.11 Warning Signals

Vessels must exhibit at all times the following warning signals:

By day	A red flag [International Code **B**]
By night	An all-round red light, visible 2 miles

18 Bunkering Safety Checklists

Table 5 - General Bunkering Information

Date		Date	
Receiving Vessel		Delivery Vessel	
Master		Master	

Table 6 - Bunkers to be transferred [To be completed by delivery vessel]

Grade	Order of Discharge	Approx. Tonnes	Approx. Volume at observed Temperature	Observed Temperature	Max Transfer Rate	Max Line Pressure
Fuel Oil						
IFO cst						
Gas Oil						
Lube Oil in Bulk						

Table 7 - Bunker Tanks to be loaded [To be completed by receiving vessel]

Tank No.	Grade	Volume of Tank @_____%	Vol. of oil in tank before loading	Available Volume	Volume to be loaded	Total Volumes per Grade

Table 8 - Safety Checklist prior to Bunkering

Bunkering	Code	Receiving Vessel	Delivery Vessel	Remarks
The delivery vessel has received clearance from ROSSLARE HARBOUR to berth alongside the receiving ship.				
The fenders have been checked and are in good working order and there is no possibility of metal to metal contact.	R			
The approved booming arrangements are in place and available for immediate deployment				
All bunker hoses are in good condition and are appropriate for the service intended.				
The bunkering barge is securely moored.	R			
There is safe means of access between the two vessels.	R			
Both vessels will be maintained in the upright condition whilst the delivery vessel is alongside.				
Both vessel drafts will be monitored to ensure sufficient underkeel clearance.				
Effective communications have been established between responsible officers	AR			Primary Backup EM Stop Signal
There is an effective watch aboard delivery and receiving vessels.				

Bunkering	**Code**	**Receiving Vessel**	**Delivery Vessel**	**Remarks**
Fire hoses and fire-fighting equipment aboard both vessels are ready for immediate use.				
All Scuppers are effectively plugged. Temporarily removed scupper plugs will be monitored at all times.	**R**			
Drip Trays are in position on decks around connections and bunker tank vents.				
Initial line up has been checked and unused bunker connections are blanked and fully bolted.				
The transfer hose is properly rigged and fully bolted and secured to manifolds on both vessels.				
Overboard valves connected to the cargo system, engine room bilges and bunker lines are closed and sealed.				
All cargo and bunker hatch lids are closed.				
Bunker Tank contents will be monitored at regular intervals.				
There is a supply of oil spill clean-up material available for immediate use.				
The main radio transmitter aerials are earthed and radars are switched off.				
Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off.				
Smoking restrictions are being observed	**AR**			

<table>
<tr><th>Bunkering</th><th>Code</th><th>Receiving Vessel</th><th>Delivery Vessel</th><th colspan="2">Remarks</th></tr>
<tr><td>Naked Light regulations are being observed.</td><td>R</td><td></td><td></td><td colspan="2"></td></tr>
<tr><td>All external doors and ports in the accommodation are closed.</td><td>R</td><td></td><td></td><td colspan="2"></td></tr>
<tr><td colspan="2">Material Safety Data Sheets [MSDS] for the bunker transfer have been exchanged where requested.</td><td></td><td></td><td colspan="2"></td></tr>
<tr><td colspan="2" rowspan="2">The hazards associated with toxic substances in the bunkers being handled have been identified and understood.</td><td></td><td></td><td>H_2S Content</td><td></td></tr>
<tr><td></td><td></td><td>Benzene Content</td><td></td></tr>
</table>

DECLARATION			
The above Safety Checklist items have been checked, where appropriate jointly, and the entries made are, to the best of our knowledge, correct. Arrangements are established to conduct and document repetitive checks as necessary. It is agreed that those items coded **R** should be rechecked at intervals not exceeding ____hrs. If it is discovered that the status of any item has changed, the other party will be immediately informed. Nothing on the above checklist removes the responsibility from the receiving vessel to monitor its own tanks continuously throughout the bunkering operation. Monitoring must be undertaken by both vessels and pumping stopped by the receiving vessel if according to her figures she has received the agreed quantity as stated on this form.			
For Receiving Vessel		**For Delivery Vessel**	
Name		Name	
Rank		Rank	
Signature		Signature	
Date		Date	
Time		Time	

CODES	
A	Agreement
R	Re-Check

19 Bunkering Weather Limitations

Wind Direction	One hour Mean Windspeed [knots] As measured at Breakwater		
	Berth 1 [324°(T)/144°(T)]	Berth 2 [324°(T)/144°(T)]	Berth 3 [314°(T)/134°(T)]
N	18	18	20
NNE	18	18	20
NE	18	18	20
ENE	20	20	23
E	23	23	23
ESE	23	23	23
SE	23	23	23
SSE	23	23	23
S	23	23	23
SSW	20	23	20
SW	20	23	20
WSW	20	20	20
W	20	20	20
WNW	18	18	18
NW	18	18	18
NNW	18	18	18

Table 9 - Weather Limits for Bunkering Vessels

20 Underwater Procedures

Commercial diving [for gain or favour] is strictly not permitted at Rosslare Europort without approval from the Harbour Master

Diving contractors that are permitted to carry out underwater operations at Rosslare Europort are those companies that have satisfactorily provided evidence to the Harbour Master that they have the necessary insurances and professional/commercial dive qualifications in place and are capable of complying with the legislation listed below and

- Safety, Health and Welfare at Work Act, 2005
- Safety, Health and Welfare at Work (General Application) Regulations 2007
- Safety In Industry (Diving Operations) Regulations 1981

The following companies are currently approved by the Harbour Master.

### 21.1 Approved Diving Contractors	Irish Sea Contractors Ltd	**David Barrett** IRISH SEA CONTRACTORS General Manager +353 (53) 9133048 Work +353 (83) 0025176 Mobile David.Barrett@irishseacontractors.com
	Marine Specialists Ltd	**John McKeown** Managing Director MARINE SPECIALISTS LTD T +353 (51) 562061 M +353 (87) 2459632 E marinespecialist@eircom.net W www.marinespecialists.ie Loughnageer Foulksmills Co. Wexford
	Any company nominated by the RNLI.	
	Dive and Marine Contractors	**Brendan Phelan** DIVE AND MARINE CONTRACTORS Project Manager / Underwater Engineer T +353 (56) 7801288 M +353 (86) 0696262 brendan@diveandmarinecontractors.com http://www.diveandmarinecontractors.com/

21.2 Documentation required prior to diving	☐ NOTIFICATION TO HEALTH & SAFETY AUTHORITY ☐ INFORM OPERATIONS TOWER BEFORE START, AND ON COMPLETION. ☐ EMPLOYER'S LIABILITY INSURANCE CERTIFICATE ☐ DIVING PLAN including RISK ASSESSMENT ☐ LOCKOUT DOCUMENT SIGNED BY VESSEL ☐ FIVE PEOPLE IN TEAM? ☐ DIVING SUPERVISOR LETTER OF APPOINTMENT? ☐ DIVER DOCUMENTATION? ▪ LOG BOOKS ▪ MEDICAL ▪ COMPETENCE CERTIFICATE ▪ FIRST AID QUALIFICATIONS [Minimum =2] ☐ DIVING OPERATIONS LOG ☐ RULES FOR EMERGENCY
21.3 Diving Equipment	☐ SAFETY BOAT ASSESSMENT ☐ AUDIO COMMUNICATIONS [SUPERVISOR/DIVER] ☐ AIR - SURFACE SUPPLIED? ☐ TWO COMPLETE SETS? ☐ MASKS COVER FULL FACE?
21.4 During Diving Operations	☐ SUPERVISOR IN CONTROL? ☐ COMMUNICATIONS RESTRICTED TO VHF CHANNEL 12? ☐ STANDBY DIVER READY TO OFFER IMMEDIATE ASSISTANCE? ☐ EQUIPMENT ALL APPEARS TO WORK AND IS IT BEING USED?

APPENDIX C: ROSSLARE EUROPORT PORT EMERGENCY PLAN 2024/2025 (REV 27, 15TH JAN 2025)

PORT EMERGENCY PLAN
2024 / 2025

TABLE OF CONTENTS	Page

FLOW DIAGRAMS	Page

CHECKLISTS	Page

APPENDICES	**Page**

DOCUMENT CONTROL

Date	Changes	Reviewed by
25/04/18	Contact details for HM & Relief HM	MJP
25/04/18	Section 8 added. Response to Other types of Incident:	MJP
06/11/19	1.1 Response centre backup is Head of Ops office	EOD
21/06/21	4.3 Add DFDS, 4.5.2 Evacuation Searchlist 2 – Add DFDS & Control Room, Remove Matrix Marine. 8.2 Add 24hrs. 9.1.3 Add Brittany Ferries. 9.1.4 Add DFDS.	TC
01/06/23	4.3 Remove Budget Car Rental, Add Finnlines. 4.5.2 Evacuation Searchlist 2 – Remove Budget Car Rental, Add Finnlines.	TC
14/12/23	Remove references to coffee dock. Include duty controllers, head of operations, and administrative staff in distribution list section 1.8. Corrected naming of offices on evacuation lists section 4.5 Corrected reference to general manager to director of commercial business unit's section 9.3	KR
19/08/24	Person in water guidelines added section 8.4	TC, MG, KR, SOT
17/01/25	Update Flow diagram 2, checklist 7. 8.2 Update contact details for 24hr Ambulance control & HSE NAC.	TC, MG, SOT

1. PORT EMERGENCY PLAN.

This Emergency Plan is issued for the guidance of all Iarnród Eireann staff that may be involved in dealing with a Marine or Terminal incident that occurs either within the Port of Rosslare Europort, its Approaches, or on passage to or from the Port.

1.1. Implementation.

The success of this plan depends on:

- Timely and relevant information being forwarded to the appropriate Emergency Service.
- All available staff in the Port Area, reacting to the incident quickly and effectively, assisted by the implementation of internal measures emanating from this plan.

1.2. Risk Assessment.

This plan only provides for those scenarios, which are presently seen as posing the greatest potential threat to life or property. The risk assessment is contained in the Risk register and shall be reviewed at least annually.

1.3. Definition of an Emergency[1].

The term "*Emergency*", meaning "*unexpected and potentially dangerous situation, requiring immediate action*", can describe a broad range of situations. These may vary from the most minor, which are dealt with by persons without emergency service involvement, through "normal" emergencies, which involve response by one or more of the principle emergency services, to major emergencies.

A MAJOR EMERGENCY is an event which, usually with little or no warning, causes or threatens:

- Death or injury, or
- Serious disruption of essential services, or
- Damage to property, the environment or infrastructure

beyond the normal capabilities of the Port Authority and requires the Emergency Services become involved.

1.4. Framework for Major Emergency Management 2006.

The framework sets out the arrangements, by which the principal response agencies will work together in the management of large-scale incidents on-shore. Additional organisations, which may also be able to assist, are listed in the Appendices.

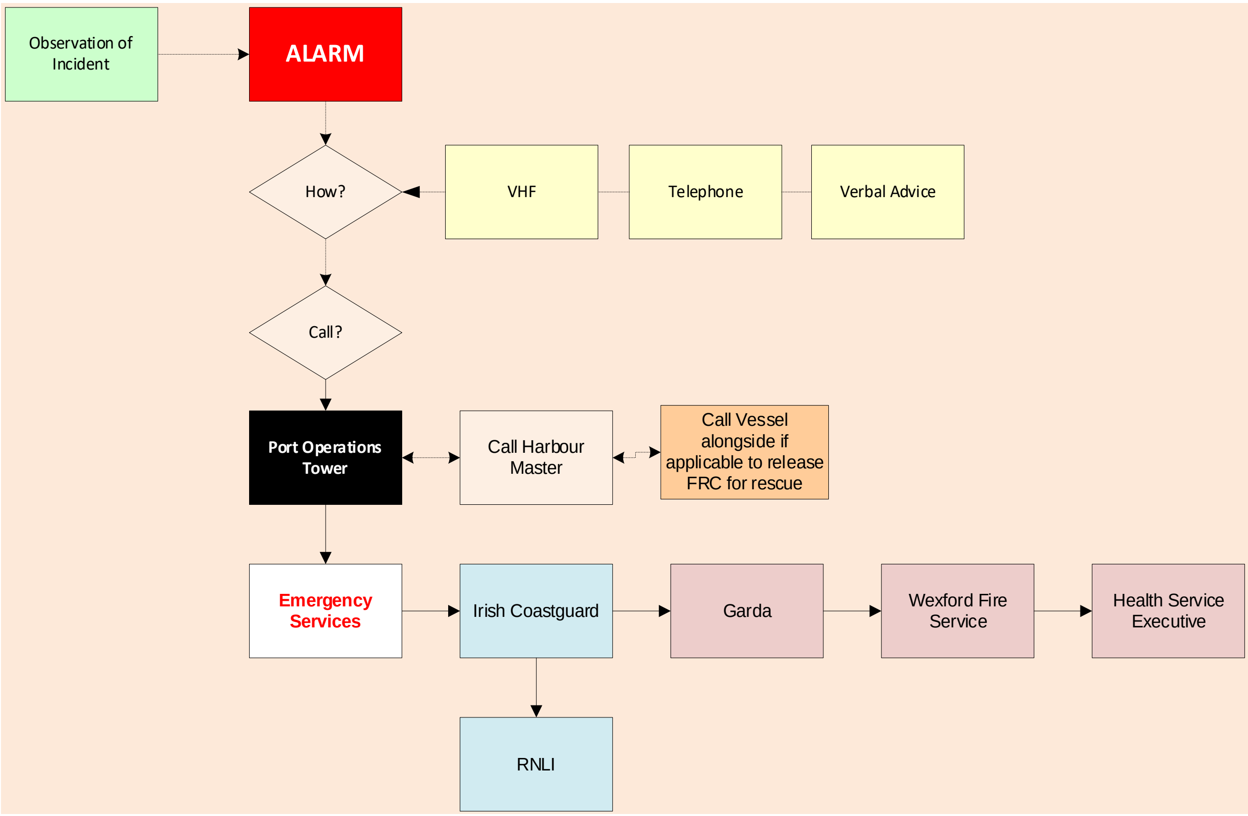
[1] **Source: A Framework for Emergency Management**

1.5. Irish Coast Guard Protocol

The Coast Guard Protocol supports the Framework and the coordination of onshore response to Marine Emergencies. See also A Framework for Major Emergency Management (IRCG)

1.6. Emergency Response

The principle behind the Port Emergency Plan is that upon the alarm being raised, the Duty Controller in the Port Operations Tower will consult with the Duty Harbour Master and alert the emergency services, as required.



Flow Diagram 1 – Emergency Flow Diagram

1.7. Emergency Response Scenarios

The Plan is divided into sections to cover the areas where it is considered represent the greatest risk. Hence it ranges from an incident to a vessel alongside to an incident on board a vessel being handled by the Irish Coast Guard.

1.8. Distribution & Review.

Copies of this plan are made available to all Duty Controllers and relief Duty Controllers, The Head of Operations, Port Administrative Staff, all vessels using the Port, the Emergency Services and other relevant organisations. The plan will be revised at least annually.

1.9. Communication

The Port Authority will welcome any comments or suggestions in relation to the plan, based on either personal interest or practical experience.

All communication concerning this plan should be addressed to:

Address	Harbour Master, Terminal Building, Rosslare Europort, Co. Wexford. Y35 PH4X IRELAND
T	+353 (0)53 9157921
M	+353 (0)87 2598536
E	ierosslareharbourmaster@irishrail.ie

1.10. Port Emergence Response Centre.

In the event of an emergency in the port an initial response is likely to be handled from the Port Control Tower due to its location having an overview of the port estate and seaward approaches. The Control Tower also has full CCTV access, Radar, VTS, Communication equipment and can control the Door access system.

In a more prolonged or larger scale emergency particularly one where multiple agencies are involved, the Ports Conference Room shall be designated the Ports Emergency Response Centre. It is likely that the Control tower would continue to be manned by the Duty Port controller to act as a conduit for information flow.

A backup location for the conference room will be the Head of Operations office.

2. Emergency Onboard a Vessel Alongside

2.1. Raising the Alarm

2.1.1. Responsibility.

The responsibility for raising the alarm will rest with the vessel and staff directly concerned with its operations.

2.1.2. Method of raising the alarm.

The alarm shall be raised directly through the Duty Controller in the Port Operations Tower.

INFORM THE PORT OPERATIONS TOWER		
VHF	Call ROSSLARE HARBOUR on VHF Channel 12.	
Telephone	T	+ 353 (0)53 915**7929**
	M 0300 – 2200	+ 353 (0)87 2320251
	M 2200 – 0300	+ 353 (0)87 7870991

Checklist 1 – Raising the Alarm

2.1.3. Other Persons

Persons seeing any untoward incident on another berth should immediately contact the Duty Controller, stating exactly what they have seen.

2.2. Action by Port Authority

2.2.1. Responsibility

The Harbour Master is responsible for all marine operations within the limits of the Port [Appendix I]

2.2.2. Other Operations in the Harbour

The Harbour Master may stop all operations and advise other vessels alongside to prepare for sea.

2.2.3. Control of Shipping

Overall control of shipping will be exercised by the Harbour Master. His instructions may be passed through the Duty Controller.

2.2.4. Responsibility for informing other vessels

The Harbour Master will be responsible for informing all vessels underway, at anchor, or alongside, and will pass any necessary instructions to them.

2.2.5. Alerting Emergency Services & Other Shipping Companies

The Harbour Master will alert local Port and Shipping Company Management, and all appropriate Emergency Services, as detailed in the Appendices.

2.2.6. Assistance by Port Staff

Port Staff will be sent to the scene of the incident to deal with Passengers and Crew disembarking/evacuating from the vessel. If practicable, the gangway will be connected to the vessel.

Preparations will be made to evacuate the general public and non-essential staff from the Terminal Building.

Staff will assist in directing Emergency Service Vehicles to the incident.

2.3. Action by Vessel

2.3.1. Informing the Port Authority

The Master should inform the Port Authority through the Duty Controller, by all available means, as soon as practicable, the situation as is known to him.

2.3.2. Information required by the Port Authority

The Port Authority, **on behalf of the Emergency Services**, will seek urgently, as appropriate, the following information:

1	**Vessel**	Name of Vessel?
		Berth?
		Nature of the Incident?
2	**Cargo**	Number of Persons on board?
		Is shipboard evacuation taking place?
		Details of cargo on board?
		Hazardous Cargo Details?

Checklist 2 – Vessel Information required by Emergency Services

2.3.3. Updating the Port Authority

It is recognised that the Master will be under considerable pressure to deal with the situation at hand.

To avoid continuous requests for information from the Port Authority, regular updates shall be provided by the vessels Master or a senior officer to ensure effective co-operation between Ship and Port.

2.3.4. Master's Responsibility

The Master will be responsible for taking all immediate steps to safeguard his and other vessels, his passengers and crew and in the event of a pollution incident the containment of the spill on board until further assistance arrives.

2.3.5. Criminal / Terrorist Threat

In the event of a threat against a vessel, the Master or Duty Officer will be responsible for Search Procedures and possible Evacuation in consultation with the Gardaí and implementation of other measures consistent with the Ship's Security Plan. See also Port Security Plan.

2.4. Action by Shipping Companies

2.4.1. Information required by the Emergency Services

The relevant Shipping Company will be required, as soon as practicable, to make available the following information to the Emergency Services.

5.1	**Vessel**	Passenger Lists
		Crew Lists
		Passenger Vehicle Manifests
		RORO Freight Manifests

Checklist 3 – Shipping Company Information required by Emergency Services

2.4.2. Mobilising Shipping Company Resources

Arrangements should be made, locally, to provide the following services to Passengers and Crew.

Additional Resources	Interpreters
	Contact Phone Lines
	Media Spokespersons
	Accommodation for Passengers
	Transportation for Passengers

Checklist 4 – Additional Shipping Company Resources

2.4.3. Adequate Shift arrangements

Incidents could last a long time, and adequate shift arrangements will be required.

2.5. Other Shipping

2.5.1. VHF Watch

All vessels will be instructed to maintain continuous listening watch on VHF Channel **12** throughout the emergency.

2.5.2. Other Ship Movements

No vessel will be permitted to approach within 5 cables of the Outer Breakwater while the Emergency is in force, without the specific approval of the Harbour Master.

2.6. Subsequent Activity

2.6.1. On-scene Co-ordination.

After the alarm has been raised, the following or authorised deputies, will co-ordinate response activity.

SHIPPING / PORT	Harbour Master / Relief Harbour Master / Controller
FIRE	Chief Fire Officer [Wexford Co. Council]
POLLUTION	Harbour Master / Relief Harbour Master / Controller / Maintenance Officer
GARDA	Senior Garda Officer ON-SCENE
HEALTH SERVICE EXECUTIVE	Chief Ambulance Officer

Checklist 5 – On-scene Coordination

2.6.2. County Major Emergency Plan

If circumstances permit, the Director of Commercial Business Units IÉ will proceed to the Wexford County Hall Co-ordination Centre.

2.6.3. Authority to order Evacuation

In the event that an evacuation is recommended by the Gardaí, the Master of any vessel in the Port should note that the Gardaí would have the final say on whether evacuation will take place from a vessel.

2.6.4. Access to the Port Operations Tower

Access is subject to the approval of the Harbour Master.

3. Emergency on Board a Vessel in Approaches

3.1. Checklist – Controller Action

Upon being advised of the incident		
1	**Write down details as advised**	Note in diary, summon assistance
2	Call the Harbour Master or if he is on leave the Relief Harbour Master	HM M 087 2598536 T 7921 DHM M 087 102 7744
3	Liaise with Shipping Company	Advise relevant Front Desk
4	Traffic Coordinators	Inform Traffic Coordinators of the situation and determine availability of staff
5	Port Access to Emergency Vehicles	Ensure Weighbridge, Import Gate and Crossing Gates are informed
6	Security Contractor	Arrange for security contractor to escort emergency vehicles
7	Other Vessels in the Port	Advise by VHF Channel 12
8	Other Local Fishing Vessels	General text to distribution list Contact individual vessels as per IE EUROPORT Contact List
9	Advise any Contractors working in the port. ▪ Divers? ▪ Fender Works? ▪ Surveys? ▪ Other Engineering Works?	Inform Diving Supervisor, and if necessary instruct divers to surface and clear their area of operation.
10	Other Irish Rail Management	As required
The following may also need to be contacted		
11	Irish Coast Guard	Direct Dial Button VHF Ch 16 or 23
12	Emergency Services	Direct Dial Button (9) 112 or 999 and ask for relevant service
13	RNLI	Call Irish Coast Guard on VHF Ch 16 and advise RNLI Operations Manager locally
14	Other Shipping Company / Agency Management	As required

Checklist 6 – Vessel in Approaches - Controller Action

3.2. Vessel in the approaches on fire or in danger of sinking

3.2.1. Port Entry

In the case of a vessel wishing to enter the Port which is on fire or in danger of foundering or sinking, it will be for the Harbour Master to decide when and in what manner the vessel shall enter.

The Harbour Master may seek the advice and support of the Coast Guard / Irish Rail management in such circumstances.

3.2.2. Advise the Port Operations Tower

When Shipping Companies, Agents, or other Authorities learn of a vessel approaching Rosslare Europort on fire, or in danger of sinking, they will inform the Port Authority immediately.

3.2.3. Pre-entry Inspection

Before entering, such vessels may be inspected by the Harbour Master accompanied by a marine representative of the vessel's owners, and Wexford Fire Service.

3.2.4. Permission to Enter

If the Harbour Master is satisfied that the vessel can be handled without danger to the Port or shipping therein, permission to enter will be given, subject to such conditions as the Harbour Master may impose.

3.2.5. Notifying the Emergency Services

The Harbour Master will arrange to notify all Emergency Services of the arrival of the vessel and the nature of her distress.

3.3. Vessel having apparently sustained damage to hull or fittings during voyage.

3.3.1. Permission to Enter

In the case of a vessel wishing to enter the Port which has suffered damage or suspected damage to Hull or Hull Fittings or has been in collision, or on fire during the voyage in question, it will be for the Harbour Master to decide when and in what manner the vessel shall enter. The Harbour Master may seek the advice and support of the Coast Guard / Irish Rail management in such circumstances.

3.4. Advise the Port Operations Tower

When Shipping Companies, Agents, or other Authorities learn of any such vessel approaching Rosslare, they will inform the Port Authority immediately.

3.4.1. Pre-entry Inspection

Before entering, such vessels may be inspected by the Harbour Master accompanied by a marine representative of the vessel's owners.

3.4.2. Conditions for Entry

After carrying out this inspection, the Harbour Master will, if necessary, lay down conditions governing the vessel's entry, berthing, and subsequent ballast/fuel transfer operations within the Port.

3.4.3. Anti-Pollution measures

Where oil or other polluting substance is leaking or is likely to leak from the vessel during ballast or other operations, the necessary anti-pollution measures will be taken by the Master as may be required by the Harbour Master.

3.5. Movement of Other Shipping.

3.5.1. Restrictions

If it is decided by the Harbour Master that the movement of the casualty is likely to restrict the movement of other shipping, the necessary instructions will be issued. This may involve an embargo on other movements within the Port.

3.6. Beaching of Vessels

3.6.1. Recommended Area

If subsequent circumstances indicate that beaching is necessary to avoid the vessel sinking, the vessel should be moved to shallow water as quickly as possible, and the Harbour Master informed.

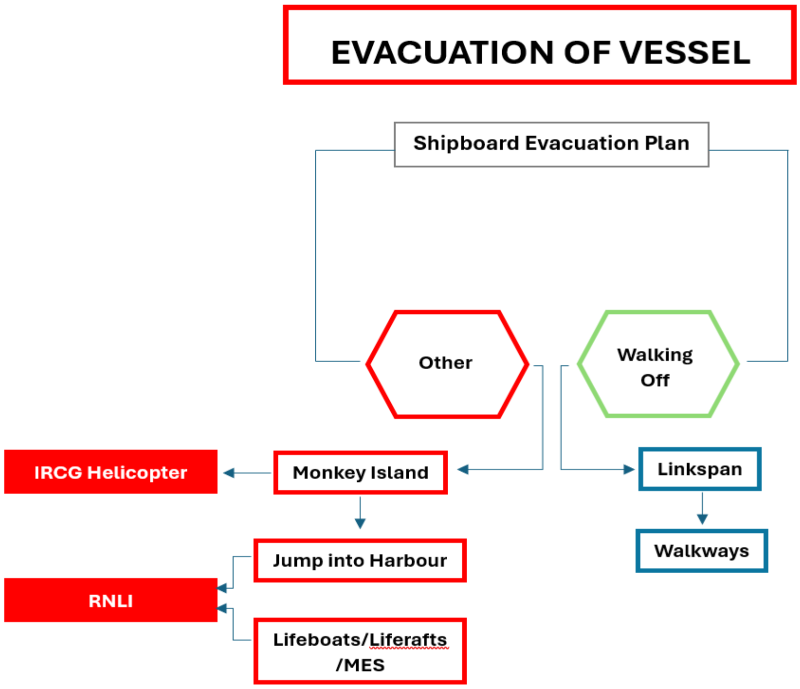
The area recommended for beaching is north of the South Shear in the vicinity of HOLDEN'S BED.

4. VESSEL INCIDENT RESPONSE

4.1. Passenger Evacuation of Vessels

4.1.1. Shipboard Evacuation Plan

The Master may with either minimum, or no, notice decide to implement the **VESSEL SHIPBOARD EVACUATION PLAN**.



Flow Diagram 2 – Shipboard Evacuation

4.1.2. Initial Response

It is probable that the first indication of disembarkation will be Passengers and Crew attempting to get off the Vessel as quickly as possible. The Traffic Coordinator will advise the Controller, as soon as practicable, when this situation occurs.

4.1.3. Responsibility

The **TRAFFIC CO-ORDINATOR** on the berth in question must be prepared to take immediate charge and deal with the situation in the best way practicable.

4.1.4. Inform the Duty Controller

In the event of a ship evacuation, inform the Duty Controller as soon as practicable. The Controller will contact the RNLI and other Emergency Services, as appropriate.

4.1.5. Stop other Operations as necessary

In the event of a Passenger Evacuation, all other operations in the Port may be required to cease, as necessary, so that sufficient staff become available to render assistance.

- Closure of Crossing Gates
- Closure of Traffic Lights

4.1.6. Where the Passengers should be sent?

4.1.6.1. FOOT PASSENGERS

Passengers on foot may be in a distressed state, and must be given clear directions as to where they should go.

- Small numbers on foot [<50] may be directed to the Messroom which would be used as a temporary holding area, prior to being brought to the Terminal Building
- Larger groups on foot may be directed to the First Floor of the Terminal Building using some of the options below:

Walking Options	Other Transport Options
Via B3/B4 Walkway	Bus Éireann / Other Coach operators
Eastern end to rear of Terminal building and through the Ground Floor	Minibuses/Cabs/Coaches
Southwestern end at Traffic Lights and through the Ground Floor	Stena Line Bus
Stairs below Port Operations Tower	Irish Ferries Pembroke Bus/Minibus

Checklist 7 – Foot Passenger Evacuation Options

4.1.6.2. PASSENGER VEHICLES

LOADING	DISCHARGING
Cease Loading	Direct all discharged traffic towards Immigration & Customs
Keep all Passengers in Vehicle	
Re-direct to Traffic Lights	
Re-direct out of the Port via the Traffic Lights	

Checklist 8 – Passenger Vehicle Evacuation Options

4.1.6.3. RORO FREIGHT DRIVERS

LOADING	DISCHARGING
Cease Loading	Direct all discharged traffic towards Immigration & Customs
Keep all Drivers and Passengers in Vehicle	
Re-direct to Traffic Lights	
Drivers to Terminal Building	

Checklist 9 – RORO Driver Evacuation Options

4.1.7. Information to Drivers

All Vehicles that have already proceeded from the Traffic Lights and have not boarded the vessel should be:

- Advised that they will not board the vessel
- Requested to surrender their Boarding Documentation
- Redirected to the Terminal Building.

All Vehicles that have not proceeded through the Traffic Lights should be:

- Advised that they will not board the vessel
- Requested to surrender their Boarding Documentation
- Redirected out of the holding area via Gate A2.3

4.1.7.1. BOARDING CARDS

Boarding Cards, once retrieved should be delivered to the checkpoint as soon as practicable

4.1.7.2. FOOT PASSENGERS

4.1.8. Head Count

The Emergency Services will require a headcount, and all the above actions are designed to assist this in the quickest practicable way.

4.2. Terminal Building Evacuation

The decision to evacuate the Terminal Building will normally be taken by the Harbour Master or in his absence in descending order the Relief Harbour Master, Duty Controller or relief Controller when:

- An incident in the Terminal Building has occurred where persons are threatened by:
  - Fire
  - Security Threat/Incident
- Advice to do so has been received from a senior Garda Officer
- In the event of a vessel incident, where significant numbers of Passengers are required to be accommodated and require attention by the relevant Shipping Company and/or Emergency Services.

4.2.1. Action by Duty Controller

In the event of a Terminal Building evacuation, the Controller will arrange to implement the following actions and write down details, as much as practicable.

TERMINAL BUILDING EVACUATION 1	
1	**Write down details as advised**
2	Call Harbour Master / Relief Harbour Master as soon as practicable
3	Call Emergency Services as soon as practicable
4	Contact Security to assist and prevent unauthorised re-entry
5	Set Fire Alarm
6	Arrange for PA Announcements: Area 1 only
7	Seek assistance from available staff on duty
8	Open all Emergency Doors
9	Using Search lists: Ensure all personnel have evacuated the Building.
10	Using Checklist 11: Confirm with those organisations that they have evacuated the Building.
11	Liaise with Emergency Services
12	Assistance for persons who find it difficult to be mobile?
13	Escalators?

Checklist 10 – Controller Actions - Terminal Building Evacuation

4.3. Other Terminal Building Evacuation Procedures

The following organisations have their own internal Evacuation Procedures, which they will activate upon the instruction of Port Management/Duty Controller:

TERMINAL BUILDING EVACUATION 2	
1	Finnlines
2	Irish Ferries
4	Stena Line
6	Customs
7	Immigration
8	DFDS

Checklist 11 – Terminal Building Evacuation Other Organisations

4.4. Bomb Threat See also Port Security Plan

4.4.1. Receipt of Bomb Threat

The main responsibility of **ALL STAFF**, when a BOMB THREAT is received is to play for time, write things down and ask questions as follows:

4.4.2. Questions to Ask.

BOMB THREAT	
1	Where is the Bomb?
2	What does it look like?
3	When is it going to explode?
4	Who planted it?
5	Why was it planted there?

Checklist 12– Bomb Threat Questions

4.4.3. Further Action upon receipt of a Bomb Threat

Never treat the threat as a hoax, inform the Duty Controller discretely, and without delay.

The following information will be required from the person who receives the call, so be prepared to make a written note as soon as practicable.

1	Time of phone call
2	What exactly was said
3	Accent?
4	Male/Female?
5	Did the voice sound familiar?
6	Any background noises?

Checklist 13 – Record of Bomb Threat Telephone Call

4.5. Action by Admin Office Staff

Administration Office Staff, upon receipt of an instruction by the Duty Controller and/or Port Management that a Building Evacuation is to occur, will:

4.5.1. Public Address Announcements

- **MAKE THE APPROPRIATE ANNOUNCEMENT** as displayed at the PA system, slowly and clearly.
- **REPEAT** the above message as often as required
- When advised, close-up and proceed with the Search Procedures as displayed beside the door.

4.5.2. Terminal Building Search Procedures

Administration, and/or other available staff, upon receipt of an instruction from the Duty Controller and/or Port Management that an evacuation is to occur, will also:

1	Take Search lists located at the PA station in the Admin Office
2	Help to discretely inform the Shipping Companies and other organisations as per 4.3.
3	When Search list complete, inform the Duty Controller, as soon as practicable
4	Assist Passengers and Visitors to evacuate the Building
5	Assist the Duty Controller, as required.
6	Proceed to Marshalling Area 1 at the back of the Building

Checklist 14 – Evacuation Procedures - Admin Staff

EVACUATION SEARCHLIST 1 – FIRST FLOOR		
• Bar	• Mens Public Toilets	• Screening Area
• Balcony	• Ladies Public Toilets	• Arrival Hall
• Kitchen	• Storerooms	• Customs Offices
• Back Office	• Nursery Room	• Garda Interview Rooms
• Fridges	• Embarkation Lounge	
EVACUATION SEARCHLIST 2 – GROUND FLOOR		
• Admin Office	• Ladies Public Toilets	• Luggage Lockers
• Cash Office	• Storeroom under Ramp	• Irish Ferries Back Office
• Director CBU Office	• Finnlines	• BBL Groupe Office
• Men's Staff Toilets	• Irish Ferries Front Desk	• Head of Operations Office
• Ladies' Staff Toilets	• Stena Line Front Desk	• Port Mgmt Offices
• Ex LD Lines Office	• Former Coffee Shop	• Stena Line Back Office
• Mens Public Toilets	• DFDS Offices	• Customs Office

Checklist 15 – Evacuation Searchlists

4.6. Subsequent to evacuation

- Use the above Search lists to establish that all staff have left the Building
- Liaise with Customs to verify that the First Floor Arrivals area has been cleared
- Inform the Duty Controller and/or Port Management of the results
- Remind Staff that they may not re-enter the Terminal Building until the Duty Controller and/
- Advise the Controller of the situation.

4.6.1. Inform the Duty Controller

In the event of a ship evacuation, inform the Duty Controller as soon as practicable. The Controller will contact the RNLI and other Emergency Services, as appropriate.

4.7. Port Facility Evacuation See also Port Security Plan

A security incident may require a complete evacuation from the Port Facility.

4.7.1. Evacuation Procedures

Upon instruction from the Duty Controller, each person is to proceed directly to the shore side of the railway line and await further advice.

4.8. Hazardous Goods Incident

In the event of an incident involving hazardous goods, great care should be taken to establish the nature of the goods and the hazards that may be involved. Staff should inform the Duty Controller, who will liaise with the Harbour Master.

5. Vessel en-route to/from Rosslare

5.1. Initial Action

5.1.1. Communications

The Duty Controller, on being made aware of a vessel incident en-route to or from Rosslare will communicate at the earliest practicable moment with:

- The Harbour Master
- The Shipping Company, whose vessel is concerned with the incident

5.1.2. Subsequent Alerts

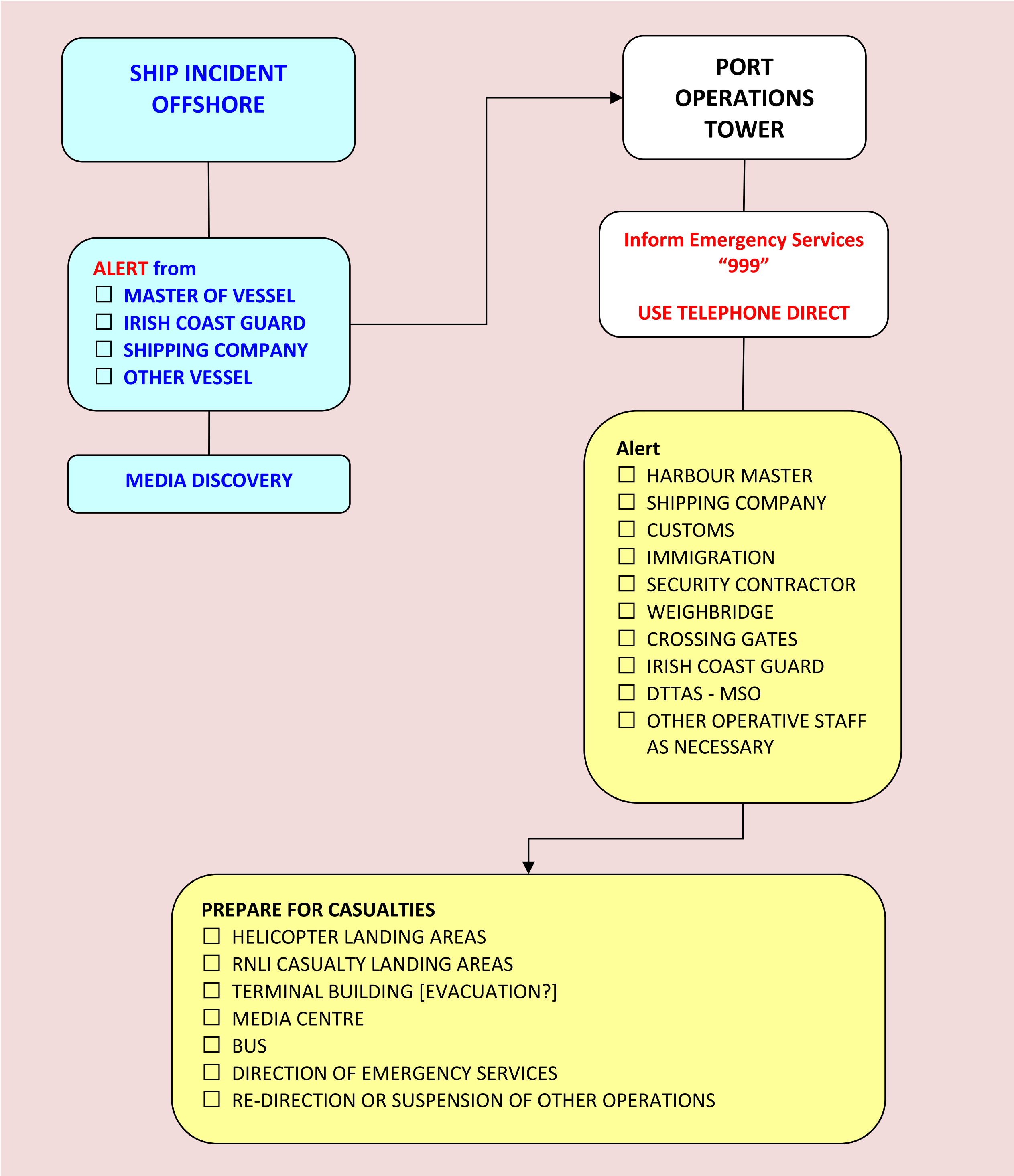
The Duty Controller will make other interested parties aware of the situation as appropriate.

5.2. Follow-up Assistance

The Harbour Master, as circumstances permit, will liaise closely with the relevant Shipping Company and take whatever steps are necessary to arrange facilities for the Shipping Companies and Emergency Services as might be required in the event that large amounts of people (dependants) may arrive at the Terminal Building, or be landed by helicopter in the Port.

5.3. Informing other Authorities

The Harbour Master will arrange to contact the Irish Coast Guard and the Marine Survey Office of the Dept. of Transport, Tourism and Sport to establish that they are aware of the reported incident.



Flow Diagram 3 - Vessel Incident Offshore

6. Response to Pollution Incident

6.1. Advising the Port Operations Tower.

The Master of any vessel, on being made aware of a threat of pollution in the Harbour, shall communicate at the earliest practicable moment with the Port Operations Tower by the methods outlined in Section 2.1.2.

6.2. Shipboard Oil Pollution Plan.

The Master of any vessel, on being made aware of a threat of pollution in the Harbour from his vessel shall implement without delay, the vessels SOPEP Plan.

6.3. Other Operations

The Master of any vessel, on being made aware of a threat of pollution in the Harbour, shall, if the circumstances dictate, cease all loading / discharging operations, so that the attention of other relevant staff is drawn to containing the problem.

6.4. Port Oil Spill Response Plan

In the event of a pollution incident, the Harbour Master and/or the Port Technical Officer will assess the situation and determine the response using the resources, equipment and procedures outlined in the current Port Oil Spill Response Plan.

7. Response to Security Incident See also Port Security Plan

7.1. Advising the Port Security Officer.[2]

The Master of any vessel, on being made aware of a security threat or actual incident shall communicate at the earliest practicable moment with the Harbour Master.

7.1.1. If unable to contact the Harbour Master

1	Call Alternate PFSO	Relief Harbour Master	M	+353 (0)87 1027744
2	Call Port Operations Tower	As per Section 2.1.2		
3	Call Security	T	+353 (0)53 9157906	
		M	+353 (0)87 3561956	

7.2. Ship Security Plan

The Master of any vessel, on being made aware of a security incident in the Harbour, shall implement without delay the SSP for that vessel.

7.3. Other Operations

The Master of any vessel, on being made aware of a security incident in the Harbour, shall, if the circumstances dictate, cease all loading / discharging operations, so that the attention of other relevant staff is drawn to addressing the problem.

7.4. Port Security Plan

In the event of a security incident, the Harbour Master and alternate PFSO will assess the situation and determine the response using the resources, equipment and procedures outlined in the current Port Security Plan.

[2] The Harbour Master is the Port Security Officer

8. Response to Other types of Incident:

8.1. Medical Incident

In the event of any medical incident in the port, with the exception of very minor treatments for which the ports First Aiders may be able to assist with, the HSE through the National Ambulance Service is the required contact. They should be contacted by phone by dialling 112 or 999.

8.2. Communicable Disease Incident On A Ship

In the event of a Communicable Disease being reported by a vessel to the Port Authority prior to the arrival at the port the Harbour Master will follow the guidance given by the HSE in its document "Medical Officer Of Health (MOH) Response to a Communicable Disease Incident on a ship" saved in the following folder W:\Safety Statement 2\Safety Procedures\Emergency Response\Communicable Disease Incident He will also contacting the Medical Officer of Health for the South East for advice and complete the Communicable Disease Risk Assessment Form saved in the same above folder.

Medical Officer of Health (South East),
Department of Public Health,
Lacken,
Dublin Road,
Kilkenny.
Phone: 056 7784142
24hr Ambulance Control: 112/999
HSE National Ambulance Control: 087 6196035

8.3. Suspected Communicable Disease Incident detected in the port.

In the event that a suspected Communicable Disease is detected within the port, whether it detected during vehicle searches by An Garda Siochana's Immigration section, Customs or by any other means the following guidelines should be followed:

- Government agencies and port staff should take all reasonable measures to keep the suspected cases isolated and not permit any other persons access to the area.
- The National Ambulance Service should be contacted informing them that there is a suspected Communicable Disease incident.
- The Duty Port Controller should be informed by the agency / person discovering the person(s) who will in turn inform the Harbour Master.
- The National Ambulance Service will take the lead in determining what actions are required when they arrive on scene.
- Any persons who have been in contact with the suspected infected person(s) should be asked to remain in a separate isolated area until they can be cleared and released.

Please refer to HSE Response Plan for the Management of a Port Public Health Alert at points of entry (seaports)

8.4. Person falls into water.

In the event that a staff member or other persons falls from the quayside into the water the following guidelines should be followed:

Upon being advised of the incident		
1	**Write down details as advised**	Note in diary, summon assistance
2	Call the Harbour Master (HM) or if he is on leave the Relief Harbour Master	HM M 087 2598536 T 7921 DHM M 087 102 7744
3	Call the Ferry alongside on VHF 12	If so directed by the HM call the bridge of the closest Ferry alongside and ask them to release their fast rescue craft (FRC) and implement a rescue
4	Dispatch first aiders to scene	Check the first aid list in the tower, call and send qualified first aiders to the scene
5	**The following may also need to be contacted:**	
	Irish Coast Guard/RNLI	Direct Dial Button and of VHF 16. Advise RNLI Operations Manager locally. Request they launch a rescue.
	Port Access to Emergency Vehicles	VHF Ch 16 or 23
	Emergency Services	Direct Dial Button. The fire service if a winch is required.
	Other Vessels in the Port	(9) 112 or 999 and ask for relevant service
	Other Shipping Company / Agency Management	As required
	Advise any Contractors working in the port. ▪ Divers? ▪ Fender Works? ▪ Surveys? ▪ Other Engineering Works?	Inform Diving Supervisor, and if necessary, instruct divers to surface and clear their area of operation.
	Other Irish Rail Management	As required
6	**As a last resort if there is no Fast Rescue Craft (FRC) or ICG/RNLI rescue boat available:**	
	Launch the Ports Powerboat	If so directed by the HM

Checklist 16 – Controller Actions – Person falls in the water

Staff rarely need to be on the quayside without reason i.e. when a Vessel is manoeuvring alongside for tie up or release. Due to this working practice there are two most likely scenario's if a person falls into the water from the quayside:

a) Person falls between a ferry and its quayside fenders and is caught there

b) Person falls into open water

The following Rescue and First Aid methods are provided:

- Lifejacket which will right person and keep their head above water if used per training
- Lifebuoy every 20m
- Ladders every 20m
- Telescopic retrieval poles

In either scenario, the following rescue guideline should be followed by personnel nearby:

1	Whoever spots person in water/is close by, retrieves the nearest lifebuoy, throws it to the casualty, and stays in position nearby.	
2	Immediately notify the control tower. Additional person to retrieve telescopic pole from coordinators hut and bring to the area. Prioritise keeping the casualty's head above water. **CONTROL TOWER # 087 232 0251**	
a) Person falls between ferry and fenders		**b) Person falls into open water**
3	Control tower calls Vessel and instructs them to cut any engines.	Lower the closest linkspan into water
4	If the person is unconscious use the telescopic pole to catch them	Pull/float casualty onto lowered linkspan using lifebuoy and telescopic retrieval Pole
5	Pull them to the safest available position e.g. to ladder/fender etc.	Utilise the linkspan to lift the casualty out of the water
6	Retrieve the casualty if possible while awaiting emergency services	First aid response
7	First aid response	

Checklist 17 – Immediate Rescue Action – Person falls in the water

9. Media Plans

Following an emergency, increased media interest and activity should be anticipated.

9.1. Shipping Company

9.1.1. STENA LINE

PERSON RESPONSIBLE	Group Communications Director [based in Gothenburg, Sweden]
	Simon Palmer +353 (086) 885 8789 Mobile simon.palmer@stenaline.com
LOCAL MANAGEMENT	• Local management and staff based at Rosslare are not authorised to deal with media enquiries. • The designated person responsible for media enquiries in Ireland is the Head of PR and Communications based in Belfast. This person reports to the Director Of Communications based in Sweden. • Staff engaged in communications do not get involved in the management of the incident.
STANDING INSTRUCTIONS	• The Public Relations Office in Belfast issues ALL NEWS RELEASES, INFORMATION SHEETS, etc. • UNDER NO CIRCUMSTANCES IS THE SHIP TO BE CONTACTED, OR ANY MEMBER OF THE MEDIA TO BE ASSISTED IN SO DOING.
ACTION WHEN CONTACTED OR APPROACHED BY THE MEDIA	**REFRAIN FROM COMMENTING ABOUT INCIDENT, AND POLITELY DIRECT THE INQUIRY TO THE STENA LINE OFFICE.**
INFORMATION REQUIRED BY PORT AUTHORITY	• PASSENGER LIST • CARGO LIST – especially IMDG Classed. • CREWLIST.

9.1.2. IRISH FERRIES

PERSON RESPONSIBLE	Operations Director [based in Dublin]
LOCAL ACCIDENT PANEL	• Initially, the Local Accident Panel would deal with media enquiries. This panel consists of senior operational staff, based at Rosslare. • In the event of an incident to one of their vessels, a MAJOR ACCIDENT PANEL would be formed at their headquarters in Dublin. • Staff engaged in communications do not get involved in the management of the incident.
STANDING INSTRUCTIONS	The Irish Ferries Press Office in Dublin issues ALL NEWS RELEASES, INFORMATION SHEETS, etc.
	UNDER NO CIRCUMSTANCES IS THE SHIP TO BE CONTACTED, OR ANY MEMBER OF THE MEDIA TO BE ASSISTED IN SO DOING.
ACTION WHEN CONTACTED OR APPROACHED BY THE MEDIA	**REFRAIN FROM COMMENTING ABOUT INCIDENT, AND POLITELY DIRECT THE INQUIRY TO THE IRISH FERRIES OFFICE.**
INFORMATION REQUIRED BY PORT AUTHORITY	• PASSENGER LIST • CARGO LIST – especially IMDG Classed. • CREWLIST.

9.1.3. BRITTANY FERRIES

PERSON RESPONSIBLE	Brittany Ferries Group Head of Communications [based in Portsmouth] in conjunction with Wilson Hartnell PR & communications Agency (based in Dublin) Nigel Wonnacott – BF Group Head of Communications – Press Office +44 330 159 6999. Roddy Guiney, Wilson Hartnell PR & Communications Agency Dublin + 353 1 6690030
LOCAL MANAGEMENT	• Initially, the Local Accident Panel would deal with media enquiries. This panel consists of senior operational staff, based at Rosslare. • In the event of an incident to one of their vessels, a MAJOR ACCIDENT PANEL would be formed at their headquarters in Dublin. • Staff engaged in communications do not get involved in the management of the incident.
STANDING INSTRUCTIONS	Wilson Hartnell Public Relations Office in Dublin issues ALL NEWS RELEASES, INFORMATION SHEETS, etc. Latest releases posted on Company websites and newsroom. www.brittanyferriesnewsroom.com
	UNDER NO CIRCUMSTANCES IS THE SHIP TO BE CONTACTED, OR ANY MEMBER OF THE MEDIA TO BE ASSISTED IN SO DOING.
ACTION WHEN CONTACTED OR APPROACHED BY THE MEDIA	**REFRAIN FROM COMMENTING ABOUT INCIDENT, AND POLITELY DIRECT THE INQUIRY TO THE BRITTANY FERRIES OFFICE.**
INFORMATION REQUIRED BY PORT AUTHORITY	• PASSENGER LIST • CARGO LIST – especially IMDG Classed. • CREWLIST.

9.1.4. DFDS

PERSON RESPONSIBLE	DFDS A/S Head of Communications [based in Copenhagen] in conjunction with Roach PR Ltd [based in Dover]. Nicole Seroff, DFDS A/S Head of Communication, Group Communications +45 3140 3446 Michelle Ulyatt, Managing Director, Roch PR Ltd, +44 1304 807 744 (this will be diverted to an on call mobile)
LOCAL MANAGEMENT	• Local management will deal with any minor incidents in Rosslare but WILL NOT be available for comments to any media enquiries – such will be directed to Group Communications in Copenhagen. • In the event of an incident to one of their vessels, the Technical Management of the vessel will form an INCIDENT RESPONSE TEAM dealing with the incident on board. • At the same time the DFDS CRISES TEAM will be formed at their headquarters in Copenhagen to deal with the overall management of the incident including press statements.
STANDING INSTRUCTIONS	Press releases, information sheet etc will only be issued by DFDS Group Communications and/or Roch PR. UNDER NO CIRCUMSTANCES IS THE SHIP TO BE CONTACTED, OR ANY MEMBER OF THE MEDIA TO BE ASSISTED IN SO DOING.
ACTION WHEN CONTACTED OR APPROACHED BY THE MEDIA	**REFRAIN FROM COMMENTING ABOUT THE INCIDENT, AND POLITELY ASK FOR CONTACT DETAILS WHICH CAN THEN BE PASSED OVER TO DFDS OFFICE.**
INFORMATION REQUIRED BY PORT AUTHORITY	• PASSENGER LIST • CARGO LIST – especially IMDG Classed. • CREWLIST.

9.2. Principal Response Agencies

9.2.1. Initial Stages of an incident

The Garda Siochana will take the lead on media matters for the first hours of an incident until coordination can be established.

9.2.2. Joint Media Strategy[3]

The Principal Response Agencies will engage in a shared and consistent media strategy. Media statements will be coordinated and issued jointly.

- Each Response Agency will provide a Media Liaison Officer, or Media representative, in the Port
- The activities of these Media Liaison Officers/Media Representatives will be coordinated by the Media Liaison Officer of the lead agency.
- The lead agency will establish a Media Centre at or near the Port for use by the Response Agencies.
- All inter-agency media statements will be issued from one agreed source and location. This arrangement should be made clear to the media at the earliest possible opportunity.
- All statements to the media, from the Port, must be cleared by the On-Site Coordinator or his/her Media Liaison Officer.
- Once it is established, the Local Coordination Group should take the lead in terms of working with the media, away from the Port.
- As with arrangements at the Port, each Response Agency should provide a Media Liaison Officer / Media Representative at the Local Co-ordination Centre
- The activities of these Media Liaison Officers will also be co-ordinated by the Media Liaison Officer of the lead agency.
- The Media Liaison Officer of the lead agency should be involved in Local Coordination Group Meetings, so that s/he is fully briefed and can effectively plan the media response.
- All statements to the media at this level should be cleared with the Chair of the Local Co-ordinating Group.

9.3. Port Authority

PERSON RESPONSIBLE	Corporate Communications Manager Iarnród Éireann [based in Dublin]

[3] FRAMEWORK FOR MAJOR EMERGENCY MANAGEMENT – Multi-Agency Protocol (7) – Land-based response to marine emergencies – May 2011.

LOCAL RESPONSIBILITY	
HARBOUR MASTER	The availability of the Harbour Master depends on the extent of his involvement in dealing directly with the management of the incident.
DIRECTOR OF COMMERCIAL BUSINESS UNITS	• Deal initially with media enquiries
	• Arrange for sufficient staff to handle telephones connected to the number given to the public.
	• Ensure that telephone personnel have: • Up-to-date information in the form of a written statement. • Details of appropriate shipping company contacts.
STANDING INSTRUCTIONS	• The Corporate Communications Manager issues ALL NEWS RELEASES, INFORMATION SHEETS, etc.
• **UNDER NO CIRCUMSTANCES IS THE SHIP TO BE CONTACTED, OR ANY MEMBER OF THE MEDIA TO BE ASSISTED IN SO DOING.**	
OTHER DUTIES CHECKLIST	Establish and maintain contact with: • Corporate Communications Manager • Local Authority Media Co-ordinator. • Shipping Company.
	Assist in establishing Press Centre.
	Call in Senior Iarnród Éireann Management colleagues to assist.

Information required by Port Authority from Shipping Company ASAP.

- PASSENGER LIST
- CARGO LIST - especially IMDG classed.
- CREWLIST.

APPENDIX A: MARINE RESOURCES.

1	RNLI	SEVERN 17m
		Service Speed 25 knots
		Range 250nm
		Contact Details as per distribution list
2	PORT RESCUE BOAT	BALLYGEARY
		P4 Passenger Licence
		Capable of carrying 6 people
		Rescue capability within Harbour and Approaches
		Daytime Pilot vessel in winds up to F4
		Tier one oil spill response capability
3	UNDERWATER SERVICES	Irish Sea Contractors Ltd
		Marine Specialists Ltd
		Dive & Marine Contractors Ltd
		Full range of underwater services in water depths <5o metres
4	LOCAL SMALL BOAT OWNERS AND FISHERMEN	Contact as per ISPS registers and text distribution list
5	ROPAX VESSELS	Fast Rescue Boats

APPENDIX B: PORT ENGINEERING RESOURCES

In addition to internal Port Engineering Services, the following organisations can provide backup to the Harbour Master and Maintenance Fitter:

1	ONE STOP PROP SHOP ABCON SHIP REPAIRS LTD	Full range of Marine Engineering and Hydraulic Repair Services
2	WATERFORD RECOVERY SERVICES	Heavy-duty recovery service for lorries

APPENDIX C: MEDICAL RESOURCES

1	RNLI	All RNLI crew have received training in First Aid
2	AMBULANCE SERVICE	On-call 24hr service available
3	PORT STAFF	Port Staff who have received training in First Aid

APPENDIX D: EMERGENCY TELEPHONE NOS.

<table>
<tr><td rowspan="2">1</td><td rowspan="2">Electronic Contact List</td><td>IE Europort Calendar is the electronic contact list controlled and updated/amended by the Harbour Master. It includes all emergency contact numbers required by the Controllers</td></tr>
<tr><td>All Emergency Telephone numbers are included in the Port Database [“PHONE BOOK”]</td></tr>
<tr><td rowspan="2">2</td><td>Port Ops Tower Telephone</td><td rowspan="2">Labelled dial buttons on phones</td></tr>
<tr><td>Harbour Master Telephone</td></tr>
<tr><td>3</td><td>Printed Contact List</td><td>Located in the display units in the Port Operations Tower.</td></tr>
<tr><td>4</td><td>Shipping Company</td><td>Each Shipping Company has their own arrangements for dealing with emergencies. It is important to keep their on-shore organisations informed as best as practicable, particularly those shipping companies not involved directly in the emergency incident.</td></tr>
<tr><td rowspan="5">5</td><td rowspan="5">Calling Emergency Services</td><td>• Use the labelled dial buttons on the Phone in the Port Operations Tower/Harbour Master’s office.</td></tr>
<tr><td>• Dial ‘(9)999’ and request MARINE RESCUE will make contact with the Irish Coast Guard.</td></tr>
<tr><td>• Call ROSSLARE COAST GUARD RADIO on VHF Channel 16.</td></tr>
<tr><td>• Dial ‘(9)999’ and request the appropriate service should be the initial contact with the Gardaí, Fire and Ambulance Services.</td></tr>
<tr><td>All calls to the above are recorded.</td></tr>
</table>

APPENDIX E: IRISH COAST GUARD[4]

In the case of an Irish marine emergency, the primary responsibilities at sea, for saving life and on-scene coordination, rest with the Irish Coast Guard.

The functions of the Irish Coast Guard include:

- Minimising loss of life amongst seafarers and coastal users;
- Minimising the risk of pollution of the marine environment from ships;
- Obtaining and evaluating all relevant information from appropriate sources;
- Initiating distress and urgency broadcasts as necessary;
- Alerting and tasking appropriate marine SAR resources;
- Alerting emergency services as required;
- Determining search areas, formulating search plans and tasking resources effectively;
- Appointing an On Scene Co-ordinator (OSC), where appropriate, to exercise coordination at the scene of SAR operations;
- Co-ordinating the action of all SAR units involved;
- Co-ordinating response to at-sea salvage and pollution incidents outside of Harbour Authority Areas;
- Monitoring salvage and pollution incidents inside Harbour Authority Areas and giving support where necessary;
- Providing support to the relevant Marine Response Centre (MRC) and On Site /Local Coordination Centres where necessary;
- Mobilising units to assist with the search for survivors;
- Providing aerial assets; and
- Dispatching mobile unit to the designated shoreline Control Point.

[4] FRAMEWORK FOR MAJOR EMERGENCY MANAGEMENT – Multi-Agency Protocol (7) – Land-based response to marine emergencies – May 2011.

APPENDIX F: WEXFORD CO. COUNCIL[5]

Arrangements are in place for Wexford Co. Council to provide assistance during marine incidents, under the coordination of the Irish Coast Guard. However, some marine emergencies will have significant consequences for principal response agencies ashore, for which an integrated inter-agency response will be required. Where such a response is required, Wexford Co. Council will coordinated the onshore response, through the activation of a local coordination centre based in County Hall and an on-site coordination centre in either the Customs Car Hall or the Conference Room.

The functions of Wexford Co. Council include:

- Arranging/overseeing clean-up and disposal of any resulting chemical or oil pollution on the coastline;
- Support for the Coroner's role, including the provision of Temporary Mortuary facilities;
- The provision of accommodation and welfare for survivors, evacuees and persons displaced by the emergency (Emergency Rest Centres);
- The provision of food, rest and sanitary facilities, as appropriate, for personnel involved in the response to the emergency;
- Control and direction of all agencies within the Danger Area at an emergency [in liaison with the Gardaí, Southeast Health Board, Port Authority and/or Irish Coast Guard].
- Participation in the Co-ordination Group.
- Engaging any specialist (land-based) contractors required to assist at the emergency operations; and
- The establishment of Friends and Relatives Reception Centres, if required.
- Wexford Fire Service will engage in:
  - The saving of life in conjunction with other emergency services;
  - The protection and rescue of persons and property;
  - The controlling and/or extinguishing of fires;
  - The rescue of trapped casualties;
  - The prevention of further escalation of the incident by dealing with released chemicals and other hazardous materials; and
  - Assisting the Garda Siochána to recover bodies, when requested.

[5] FRAMEWORK FOR MAJOR EMERGENCY MANAGEMENT – Multi-Agency Protocol (7) – Land-based response to marine emergencies – May 2011.

APPENDIX G: HEALTH SERVICE EXECUTIVE[6]

The functions of the Health Service Executive include:

- The saving of life in conjunction with other emergency services.
- The provision of medical advice and assistance;
- The provision of medical aid to casualties;
- The triage of casualties and their transport to hospitals for treatment;
- Certification of the dead;
- The issue of public health warning/ advisory notices;
- The provision of community welfare services; and
- The provision of Psychosocial Support to affected persons.

APPENDIX H: GARDA SIOCHANA[7]

The functions of the Garda Siochana include:

- The saving of life in conjunction with other emergency services;
- The maintenance of law and order;
- Traffic management;
- The provision of information to the public on actual or potential dangers arising;
- The co-ordination/conducting of searches for missing persons;
- The collecting of information on casualties and survivors;
- Arrangements in respect of the dead, in association with the Coroner;
- The recovery of bodies;
- The provision of a Casualty Bureau;
- The protection and preservation of the scene;
- The collection of evidence and forensic work;
- The provision of air support, to undertake aerial reconnaissance of the affected areas;
- The provision of security for visiting dignitaries.

[6] FRAMEWORK FOR MAJOR EMERGENCY MANAGEMENT – Multi-Agency Protocol (7) – Land-based response to marine emergencies – May 2011.
[7] FRAMEWORK FOR MAJOR EMERGENCY MANAGEMENT – Multi-Agency Protocol (7) – Land-based response to marine emergencies – May 2011.

APPENDIX I: FISHGUARD & ROSSLARE RAILWAYS & HARBOURS ACT, 1900

1	**PORT AREA**	"…. the existing and authorised works……and so much of the shore and waters of Greenore Ballygeary or South bay below high-water mark as is comprised within an imaginary line drawn from high-water mark at a point thereon 1500 feet from the shore end of the existing viaduct measured in a south-easterly direction and thence carried due north for a distance of 330 feet thence carried due west for a distance of 3000 feet and thence carried due south until it terminated on the foreshore at a distance of about 1600 feet from the western side of the shore end of the existing viaduct leading to the existing pier or breakwater……."
The above is more clearly shown on the Plan of UKHO Chart 1772		

APPENDIX J: MS [SALVAGE & WRECK] Act, 1993.

<table>
<tr><td>1</td><td>SECTION 7 – Functions of an authorised Officer</td><td>To take such actions as he sees fit to save:
The lives of ‘ship-wrecked persons’
The Vessel, Cargo and Apparel of the Vessel.
To require assistance from such relevant persons as necessary
To require the Master of any vessel near at hand to give such aid with that vessel and the crew thereof as may be in that Master’s power.
To demand the use of any vehicle, vessel or aircraft suitably equipped for the purpose required that may be near at hand.
This section does not apply to the Defence Forces or the RNLI.</td></tr>
<tr><td>2</td><td>Section 8 – Where a vessel is in distress in a harbour.</td><td>The Harbour Master has the same functions as an Authorised Officer has for saving:
The lives of ‘ship-wrecked persons’
The Vessel, Cargo and Apparel of the Vessel.</td></tr>
<tr><td>3</td><td>Section 9 – The power to pass over adjoining lands</td><td>Whenever a vessel is in distress, any person may, for the purpose of rendering assistance to the vessel, saving the lives of the ship-wrecked persons, or saving the cargo or apparel of the vessel, pass and repass, either with or without vehicles, over any adjoining lands, unless there is some public road equally convenient, without being subject to interruption by the owner or occupier, so that as little damage as possible is done, and may also, on the like condition, deposit on those lands any cargo or other article recovered from the vessel.</td></tr>
<tr><td>4</td><td>Section 11 – The examination in respect of vessels in distress</td><td>Where any vessel is or has been in distress, an Authorised Officer may question any person belonging to the ship or any other person who may be able to give an account of the vessel, its cargo or apparel.</td></tr>
</table>

APPENDIX K: OPRC CONVENTION 1990.

1	**Oil Spill Response requirement**	The Port Authority is required by the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 to have in place, an Oil Spill Contingency Plan, consistent with template guidelines issued by the Irish Coast Guard.
2	**Reporting of oil spills**	The Port Authority is required to report, without delay any event involving a discharge or probable discharge of oil or the presence of oil to the Irish Coast Guard.
3	**Oil Spill Response equipment and training**	The Port Authority is obliged to establish: • A minimum level of pre-positioned oil spill combating equipment, commensurate with the risk involved, and programmes for its use. • A Programme of training for relevant personnel.
4	**Sea Pollution Legislation**	All Sea Pollution Acts and amendments give effect to the OPRC Convention, 1990

APPENDIX L: EMERGENCY PLAN DISTRIBUTION

The Emergency Plan is held on file at:

W:\Safety Statement\Safety Procedures\Emergency Response\Emergency Plan

Copies are distributed to Masters of all vessels using the Port and to the principal emergency response agencies.

APPENDIX D: ROSSLARE EUROPORT ORRC OIL AND HNS SPILL CONTINGENCY PLAN (OSCP) (REV 7 20/01/2025)

Rosslare Europort

OPRC Oil and HNS Spill Contingency Plan

Rosslare Europort

Ambipar Response

Document Management

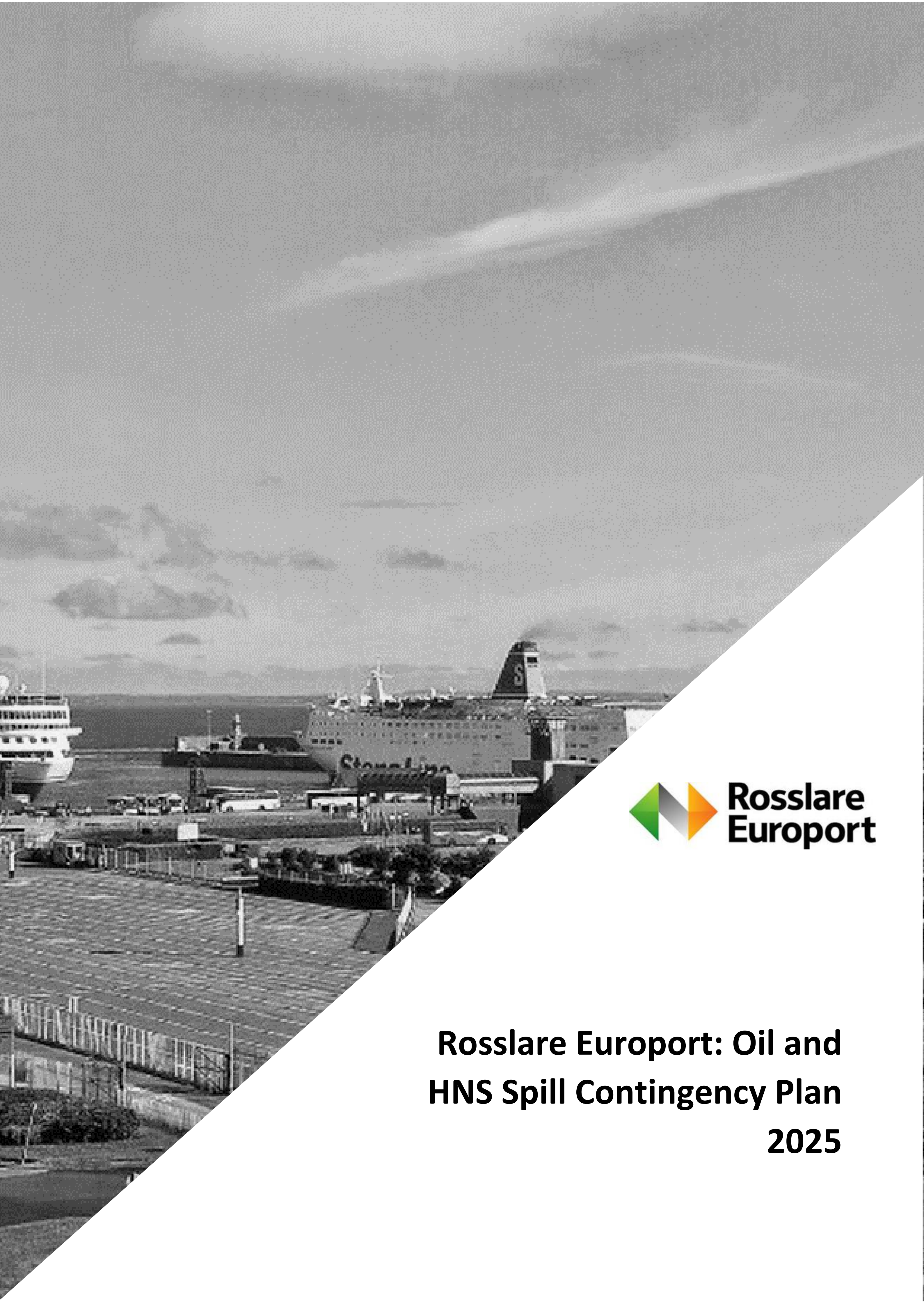
	Name	Title	Date
Prepared by:	Harrison Jolly	Incident Preparedness Consultant	03/02/21
Reviewed by:	John Tulloch	Project Delivery Specialist	15/03/21
Approved by:	Richard Sims	Preparedness Unit Lead	25/03/21

Distribution

Document	Format	Revision	Date	Addressee
Plan	Word	4	02/03/2023	Tom.Curran@irishrail.ie

Document History

Document	Revision	Date	Amendment
Plan	1	25/03/2021	Production
Plan	2	23/02/2022	Updates based on IRCG feedback
Plan	3	13/05/2022	Updates based on RE and AR meeting
Plan	4	02/03/2023	OSR equipment purchase and exercise
Plan	5	05/02/2024	OWR Chapter
Plan	6	09/05/2024	Annex 2 Updates
Plan	7	20/01/2025	2025 Resubmission Review



Rosslare Europort

Rosslare Europort: Oil and HNS Spill Contingency Plan 2025

Contents

List of Plan Holders

Copy	Name	Organisation	Location

Amendment Record

Amendment No.	Date	Amended by	Signature

Distribution List

Document	Format	Revision	Date	Addressee

OPERATIONS SECTION

Operations Overview

Introduction

This Oil and Hazardous Noxious Substance (HNS) Spill Contingency Plan (OSCP) has been constructed to guide Iarnród Éireann's Rosslare Europort personnel to effectively and efficiently respond to and manage an oil or HNS spill incident originating from operations within their area of jurisdiction. The plan details the responsibilities and actions to be taken by Rosslare Europort Incident Management Team (IMT) and front-line response teams during the response to a pollution incident.

The requirement for Sea Ports and oil/HNS handling facilities to have an OSCP is a result of the Irish Coast Guard (IRCG) ratifying, or considering ratification, of various international instruments relating to preparedness and response to marine oil or HNS pollution including the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substance, 2000 (OPRC-HNS Protocol) amongst many others stated in the National Maritime Oil/HNS Spill Contingency Plan 2020 (NMOSCP). This plan satisfies the requirements of the following key national acts:

- Sea Pollution Acts 1991 to 1999;
- Pollution of the Sea (civil Liability and Compensation) Acts 1988 to 2005;
- Sea Pollution (Miscellaneous Provisions) Act 2006;
- Merchant Shipping (Salvage and Wreck) Act 1993; and
- European (Vessel Traffic Monitoring Information System) Regulations 2010.

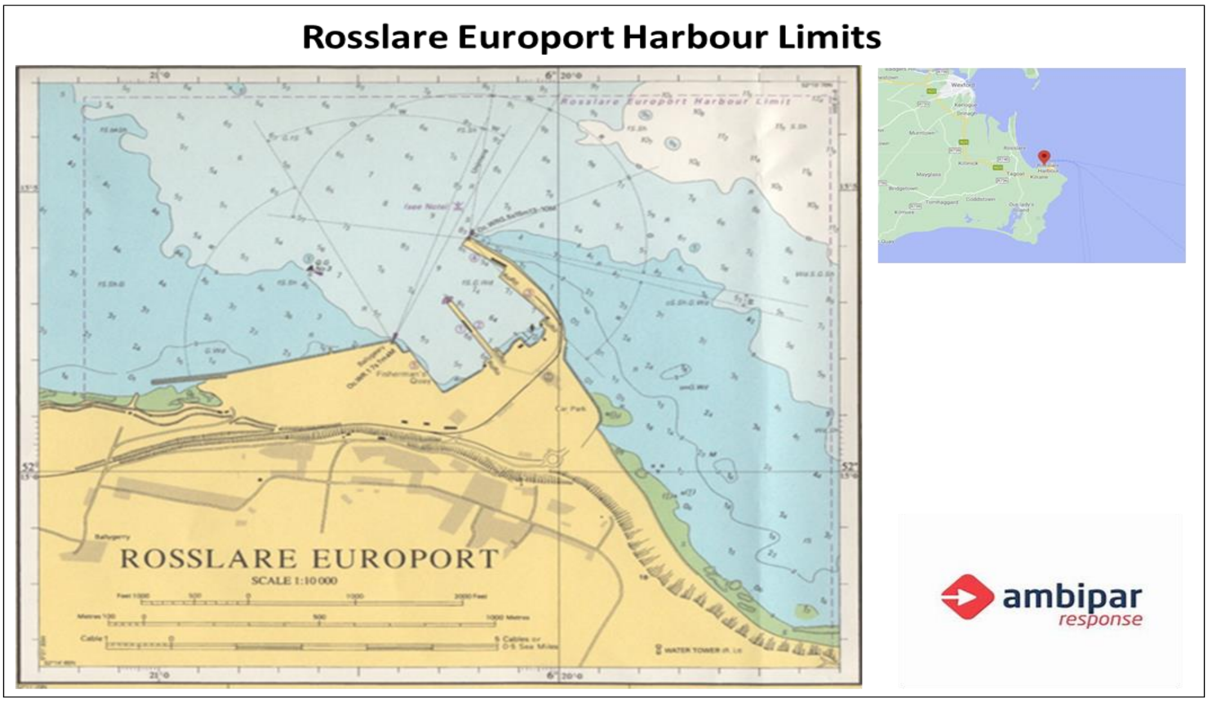
This plan has been prepared in accordance with the IRCG Standard Operating Procedure 05-2020 "Implementation of an oil/HNS Spill Contingency Plan" , the NMOSCP, the national Framework for Emergency Management, local and regional interfacing contingency plans and international best practices.

Geographic Scope

The geographic scope of this OSCP is the waters within the Rosslare Europort Harbour Limit and the shorelines owned by Iarnród Éireann. Figure 0.1 shows the harbour limits as described in Section 3 of the Fishguard and Harbours Act 1990 as:

"…include so much of the shore and waters of Greenore and Ballygeary or South Bay below high-water mark as is comprised within an imaginary line drawn from high-water mark at a point thereon 4000 feet from the shore end of the existing viaduct leading to the existing Pier or Breakwater measured in a southeasterly direction, approximately where a road leads down to the beach in the townland of Waddingsland, and thence carried due north for a distance of 6000 feet, thence carried due West for a distance of 7000 feet, thence carried due South until it terminates at high-water mark on the foreshore at the western side of the existing viaduct about 3650 feet measured in a westerly direction from the shore end of the existing viaduct which leads to the existing pier or breakwater.."

Figure 0.1 - Rosslare Europort Harbour Limits



Facilities

Rosslare Europort is one of the largest and busiest ports in Ireland, predominantly handling RoRo cargo and passenger/freight vessels. It has four cargo berths and a fishing vessel berth, housing a two tier linkspan and adjustable ramps.

Rosslare Europort can provide and accommodate quayside facilities for all types of vessels and cargo. The Port is equipped to provide mooring, forklift, and tugmaster services along with bunker barge, and road tanker bunkering (available on request through a private contractor). The port can also facilitate underwater services (provided by local contractors following approval from Harbour Master). There are no permanent onsite bunker storage facilities.

Nonetheless, Rosslare Europort provides temporary storage and can provide up to 300 trailer spaces, 2000 trade vehicle spaces and offer alternative storage for bulk cargos on the Fisherman's Quay.

Document Control Procedure

The Rosslare Europort OSCP is a controlled live document and may be amended following each response, exercise, legislative review, or change in oil or HNS spill risk profile at Rosslare Europort. The Harbour Master is responsible for the control, review, and amendment of this document. Any amendments to this plan will be captured in the amendment record and resubmitted to all registered plan holders.

> As per the NCP SOP 05, This plan must be reviewed and approved by the IRCG every 3 years with a maximum written extension to 5 years by the IRCG.

Objectives of Plan

The primary objectives of the Rosslare Europort OSCP are as follows:

- To ensure the safety of Rosslare Europort personnel throughout the response to a pollution incident;
- To assess the pollution risk of Rosslare Europort's operations and ensure sufficient preventative and response measures are in place to ensure the risk of a pollution incident "as low as reasonably practicable" (ALARP);
- To detail the internal and external notification processes and set-in motion practices for an integrated efficient pollution response;
- To ensure the timely mobilisation of resources, both personnel and equipment, to combat a pollution incident with the geographical scope of this plan;
- To have in place actions and procedures to ensure the response to a pollution is both timely and effective in mitigating any deleterious impact on vulnerable socio-economic and environmental receptors; and,
- To be compliant with regulatory and best practice guidance on pollution preparedness and response.

Interfacing Plans

The Rosslare Europort OSCP interfaces with the plans highlighted in Figure 0.2. Depending on the severity of the pollution incident, one or all the plans shown will be implemented to support this plan.

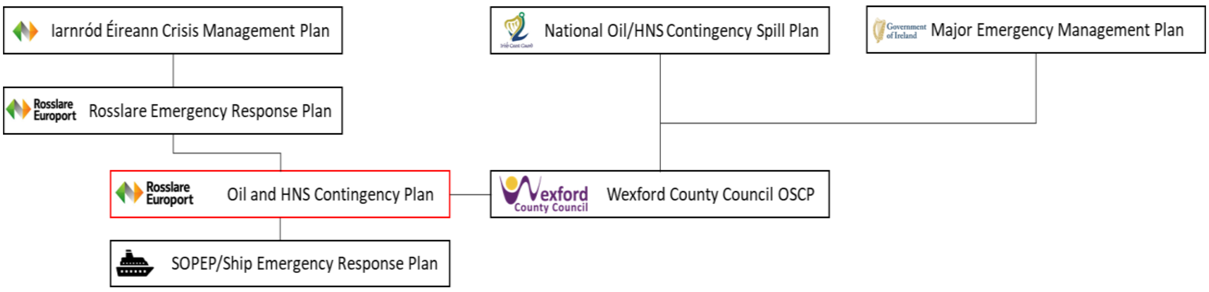


Figure 0.2 Interfacing Plans.

Operational Phases

The following sub-sections of the Operational Section will be broken down into 5 phases in accordance with the IRCG Standard Operating Procedure 05-2020 "Implementation of an oil/HNS Spill Contingency Plan"

Phase 1 – Discovery and Notification, Evaluation, Identification and Activation (Page 5);

Phase 2 – Development of an Action Plan (Page 15);

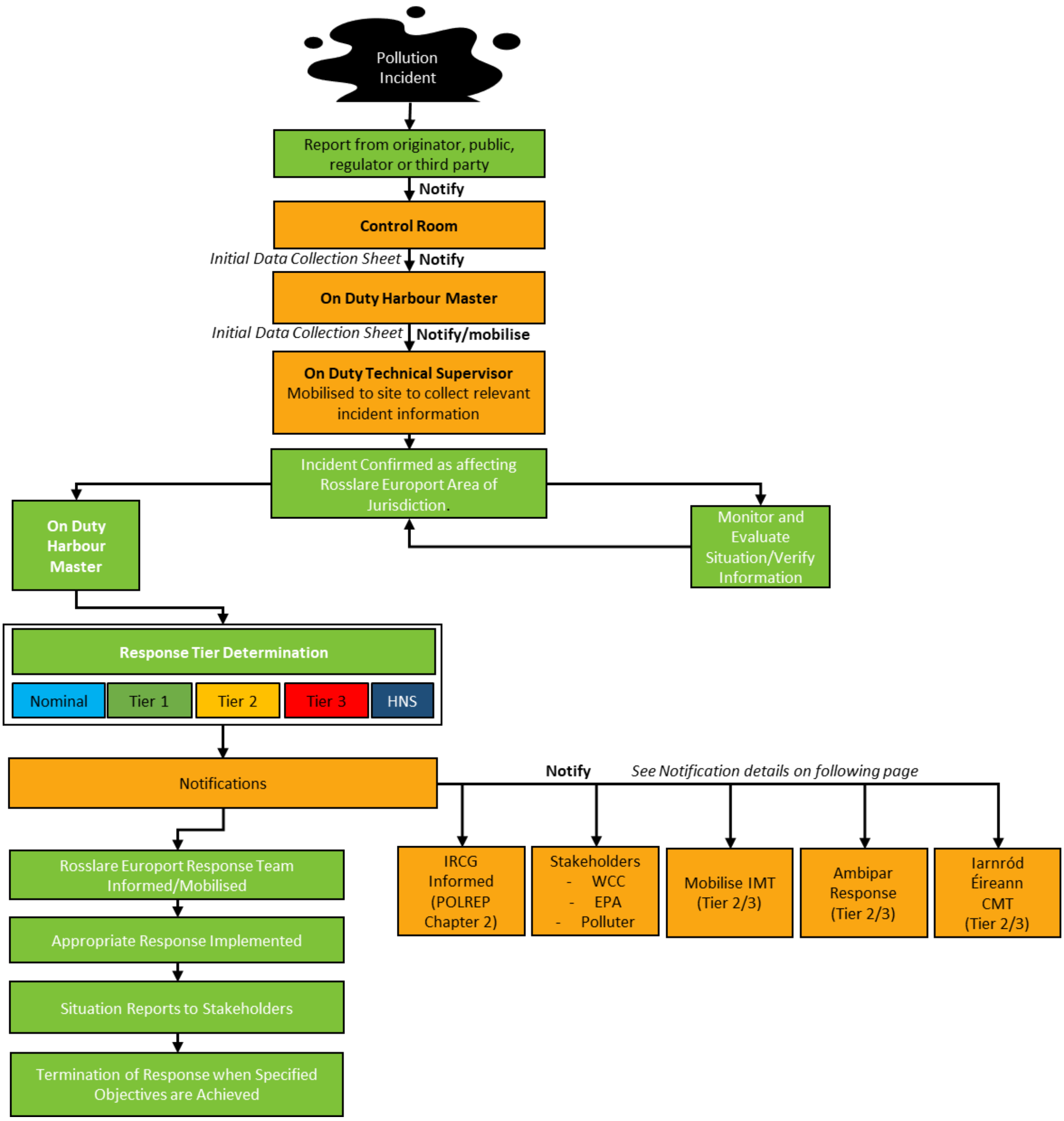
Phase 3 – Action Plan Implementation (Page 20);

Phase 4 – Response Termination and Demobilisation (Page 24); and

Phase 5 – Post Operations, Documentation of Costs/Litigation (Page 26).

Phase 1 – Discovery and Notification, Evaluation, Identification and Activation

24/7 Spill Discovery and Notification Procedures



Notification Details

Role / Organisation	Action	Contact Details	Tier Level
On-Duty Harbour Master / Rosslare Europort		Telephone: 0539157921 Mobile: 087 2598536 Email: tom.curran@irishrail.ie	**1-3**
Irish Coast Guard		999/112 (ask for Coast Guard) 016620922 (POLREP, Chapter 2)	**1 -3**
Stena Line		Eamon Fortune: 087 921 9033	-
Irish Ferries		Ray Slattery: 0867525061	-
Brittany Ferries		Jo Bussell: +447708 361 692	-
Environmental Protection Agency		01890 33 55 99	**2-3**
Ambipar Response		+353 (0)21 435 1020 response.info@ambipar.com (Initial Incident Notification Form)	**2-3**
Waste Management Contractor		Greenstar: 01 829 8992 Panda: 1890 626262	-
Wexford County Council		01890666777	**2 - 3**
Iarnród Éireann Dublin		01 8555454	**2 - 3**
Oiled Wildlife Response Network		087 620 1270 info@oiledwildliferesponse.ie https://oiledwildliferesponse.ie/	-

Key:

Call Immediately once notified of Incident	Call as required	Send Notification Form as soon as practicable	Send Notification Form as required

Tier 2 Response Provider (Ambipar Response) Mobilisation

ambipar response

Initial Incident Notification Form
2023
Version 3

Initial Incident Notification Form

Ambipar Response

Purpose: May be used to gather relevant information during the first emergency or incident report. To follow-up with a verbal notification via +353 (0)21 435 1020

A. Impacted area/asset name	
B. Country	**C. Specific location**
	Lat Long W3W
D. Date of incident (DD/MM/YY)	**E. Time of incident**
F. Person notifying	**G. Contact number**
H. Brief account of incident	
I. People impacted/at risk (employee, contractor, public, medical emergency)	
J. Environmental receptors impacted/at risk	
K. Property/assets impacted/at risk	
L. Reputation/business impacted/at risk	
M. External agencies/stakeholders involved	
N. Media coverage	
O. What assistance has been requested?	

If product has been spilled, please complete sections P - T

P. Type of product spilled. Provide SDS if possible	
Q. Quantity of product spilled (if known)	**R. Status of the spill...**
	☐ Continuing ☐ Stopped ☐ Unknown
S. Weather conditions (include wind speed and direction)	
T. What actions have been taken	

F034 Controlled document. Uncontrolled if printed. Page 1 of 1

Incident Evaluation and Identification Procedures

Upon notification of a pollution incident, it is fundamental to ascertain the following information to plan and initiate an effective response.

- Location of the incident;
- Type of oil or chemical product released;
- The volume of product released (Page 3);
- Trajectory of the product in the marine environment (Page 6);
- Potential hazardous circumstances (Chapter 10.1);
- Prevailing weather and Metocean conditions; and,
- Sensitive receptors in the vicinity of the incident (Chapter 4.4).

Upon notification of a spill incident, the On-Duty Harbour Master will mobilise a Technical Supervisor to undertake an on-scene assessment of the incident to collect as much incident data as available. The initial data collection sheet (Page 2) is an aid memoir for Port Control, the On-Duty Harbour Master, and Technical Supervisor to collect relevant information when undertaking the initial incident evaluation.

The On-Duty Harbour Master will then use the information in this sheet concurrently with the data obtained through live weather reports, Safety Data Sheets, and information from Chapter 4 to determine the Tier level (Page 7), mobilise resources as required, begin planning an effective response strategy and undertake all necessary notifications (Page 5).

Safety of personnel should be at the forefront of all response operations from the initial incident assessment through to demobilisation. Therefore, it is fundamental the process outlined in the Safety Assessment is followed whilst conducting the initial incident evaluation and all potential hazards are removed, or associated risk are ALARP, before conducting any oil spill response operations.

Safety Assessment

It is the responsibility of the Port Technical Supervisor and the Harbour Master to assess all potential and ongoing site-specific hazards of personnel involved in the response to a pollution. If possible, a SDS of the spilt product should be obtained from the offset of the response. The data on the SDS will assist in determining the chemical and physicals properties of the product and identify any potential hazards to human health. The Safety Assessment Process below should be followed when undertaking the initial assessment.

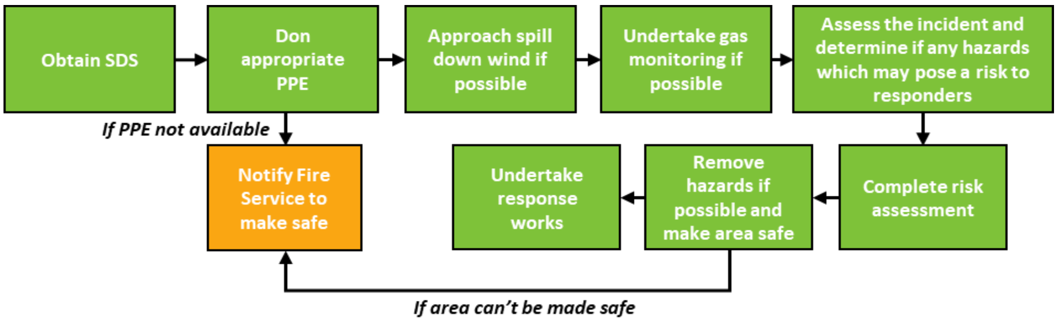


Figure 0.3 - Safety Assessment Process

Initial Data Collection Sheet

The Initial data collection sheet should be used for gathering information in anticipation of conversation with the On-Duty Harbour Master, Technical Supervisor, Iarnród Éireann, Wexford County Council, IRCG and response contractors regarding the oil spill incident. For guidance on assessing the oil spill refer to Pages 3 - 6.

Always Retain a Copy for Potential Investigative Purpose

Contacts Details					
Name of Reporter			Company		
Contact Number			Position		
Alternative Contact Number					
Time of Notification			Date of Notification		
Oil Spill Incident Details					
Date / time					
Vessel	Name				
	Owner/Operator				
	Response Primacy				
Hydrocarbon Released	Type				
	Name of Product				
Location of Release	Latitude		Additional Info:		
	Longitude				
Any Casualties / Damage?			HSE been advised?	☐ Yes ☐ No	
Source of Release (if known)					
Cause of Release (if known)					
Release quantity / Worse Case Potential (If Known)	Quantity		m^3/tonnes	On-going	☐ Yes ☐ No
	Potential		m^3/tonnes		
Has operation been shut down and / or will incident affect operation?				☐ Yes ☐ No	
Direction of spill trajectory					
Is shoreline impact likely	☐ Yes ☐ No				
Which other agencies have been informed?					
Current Weather at Release Location					
Wind direction					
Wind Speed	☐ High	☐ Moderate	☐ Low		
Sea State	☐ Rough	☐ Moderate	☐ Calm		
Wave Height	☐ High	☐ Moderate	☐ Low		
Visibility	☐ Low	☐ Moderate	☐ Good		
Cloud Cover	☐ High	☐ Moderate	☐ Low		
Precipitation	☐ High	☐ Low	☐ Non		
Safety of Personnel					
Is emergency evac required	☐ Yes ☐ No				
List any known safety Risks					
Additional Information					

Spill Volume Assessment

The On-Duty Harbour Master in liaison with the vessel Master, and On-site Technical Supervisor should oversee the process of determining the size of the spill using the following methods:

- Tank Measurement;
- Flow Rate Calculation; and,
- BONN Agreement Oil Appearance Code (BAOAC) release estimation.

Results of the calculated spill volume should be recorded in the Initial Data Collection Sheet (Page 2).

Tank Measurement

Tank measurement is suitable for assessing an accidental release of oil from a container of known volume into the sea or onto the Jetty or deck of a vessel. Use the level indicators, tank drop volume and metering to quantify the volume of oil released.

Flow Rate Calculation

Flow rate calculation is suitable for a fuel/liquid transfer operation when a known flow rate of liquid into the marine environment is known. Multiply the flow rate by the time duration in which the liquid was being released into the marine environment.

- **Spilled Volume = Flow Rate * Duration of Release**

BONN Agreement Oil Appearance Code (BAOAC) release visual estimation

Use the release size estimation guide shown in Table 0.1 (or BAOAC calculator), on the following page, in conjunction with the BAOAC assessment aide in Table 0.2 to calculate the estimated volume of released oil on the water's surface. The visual assessment should be undertaken from a high vantage point. A conversion table is provided below to assist in this process.

Volume Conversion Table

Conversion from	Quantity	Conversion to	Quantity
Kilometres (Km)	1	Nautical Mile (nm)	0.539
Statute (Mi)	1	Nautical Mile (nm)	0.868
Barrel (US Petroleum) (bbl)	1	Litre (L)	158.987
Barrel (US Petroleum) (bbl)	1	Cubic Metre (m^3)	0.159
Cubic Metre (m^3)	1	Gallon (US Liquid) (gal)	264.172
Gallon (US Liquid) (gal)	1	Lite (L)	3.785
Gallon (UK Liquid) (gal)	1	Lite (L)	4.546
Cubic metre to tonnes = (m^3 x SG)		Tonnes to cubic metre = (I/SG)	

Table 0.1 - BONN Agreement Release Estimation Guide

Release Size Estimation Guide							
If the source/quantity is unknown, then a visual estimation can be attained based on the relationship between observed oil appearance colour and its thickness using the Bonn Agreement Oil Appearance Code (BAOAC). Observations should be taken from a high vantage point, onboard the bridge of a vessel, lighthouse, control tower or dedicated aerial surveillance craft.							
Step 1	**Total Area:** Estimate total size of the area as a square or rectangle (in Km^2)						
Total Area =	Average Width (km)	*	X	Average Length (km)	*	=	Km^2
Step 2	**Hydrocarbon Release Area:** Determine the degree of covering by the slick within in the total area as a %. (i.e. 60% of 10 Km^2 = 6Km^2).						
Hydrocarbon Release Area (Estimated) =		*%	X	Total Area	Km^2	=	Km^2
Step 3	**Calculate Area by Colour:** Estimate the area covered by each colour of hydrocarbon as % of area affected in Km^2 (i.e. 60% Silvery, 40 % Metallic = 3.6Km^2 & 2.4 Km^2 respectively)						

Colour	Code	Minimum (m^3/Km^2)	Maximum (m^3/Km^2)	Step 3	
				% of Area Affected	Area Covered Km^2
Oil Sheen Silvery/Grey	1	0.04	0.3	*	
Oil Sheen Rainbow	2	0.3	5.0	*	
Oil Sheen Metallic	3	5.0	50	*	
Discontinuous True Colour	4	50	200	*	
Continuous True Colour	5	200	>200	*	
Calculation for Area Covered: This should be calculated for each code **Km^2= Area/100 x % of Area Covered.**					

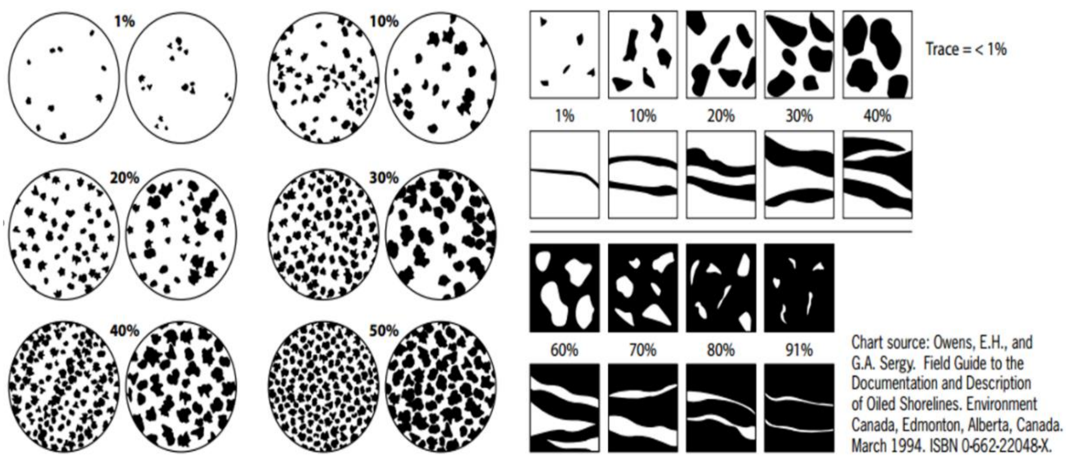
Step 4	Calculate quantity by colour: Multiply the area covered by each colour (Min and Max) by the appropriate quantity of hydrocarbon in Step 3 (i.e. 3.6 x 0.04 = Min and 3.6 x 0.3 = max)

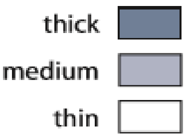
Colour	Step 3 as above	Step 4	
	Area Covered (Km^2)	Min Volume (m^3)	Max Volume (m^3)
Oil Sheen Silvery/Grey			
Oil Sheen Rainbow			
Oil Sheen Metallic			
Discontinuous True Colour			
Continuous True Colour			

Step 5	Total Quantity: Add all the colour figures to get the total quantity of oil spilt	
Total Volume (m^3)	**Min Volume (m^3)**	**Max Volume (m^3)**
Step 6	Conversion: You can convert m^3 to tonnes by multiplying total quantity in m^3 by the Specific Gravity of the released hydrocarbon.	
Total Quantity in tonnes (m^3 x SG)	**Min Quantity (tonnes)**	**Max Quantity (tonnes)**

Table 0.2 - BAOAC Assessment Aide

BAOAC Assessment Aide

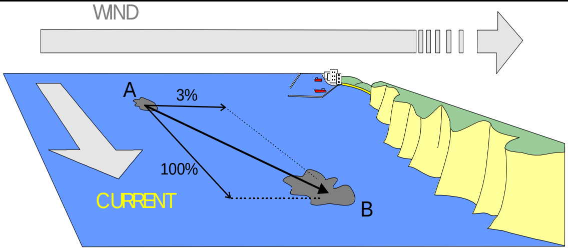


Spot Spillage wind nil to very light 	**Code 1** **Oil Sheen (silvery / grey)** (0.04 µm – 0.3 µm)	
Spot Spillage medium wind 	**Code 2** **Oil Sheen Rainbow** (0.3 µm – 5.0 µm)	
Spot spillage strong wind  	**Code 3** **Metallic** (5.0 µm – 50 µm)	
	Code 4 *Discontinuous true colour* (50 µm – 200 µm)	
	Code 5 **Continuous true colour** Continuous True Colours (>200 µm)	

Oil Spill Trajectory

The Harbour Master or equally trained member of the Incident Management Team should oversee the process of predicting the oil spill trajectory by using the wind and current vector calculation guide in Table 0.3. This should be undertaken in advance of monitoring the spill and assists in determining the appropriate response option and mobilisation of resources.

Table 0.3 - Wind and Current Vector Surface Release Trajectory Calculation Guide.

Manual Calculation of Surface Release Trajectory	
Oil spill trajectory on the sea surface is predominately influenced by 3 – 4 % the wind speed and 100% of the current. Therefore, the trajectory of an oil slick can be determined by undertaking the vector addition calculation shown below.	
	**Velocity of oil = surface current * 0.03 wind velocity** Spill moves from A to B.
Current = 20 knots x 1 (100%) = 20 knots 20 knots = 20 miles per hour @ given bearing	**Wind** = 10 knots x 0.03 (3%) = 0.3 knots 0.3 knots = 0.3 miles per hour @ given bearing

The following will be required to calculate the oil slicks trajectory:					
Nautical Chart of Area		Known Location of The Spill		Prevailing Wind Data	
Chart Stationary		Metocean Forecast		Tidal Data	

Step 1: Record Slick Position as 0 Hours								
Latitude	N/S				‘		“	
Longitude	E/W				‘		“	

Step 2: Utilise nautical chart, metocean and weather forecast data and vector addition calculation to predict oil spill trajectory for up to 8 hours.					
Hours Elapsed	**Current Speed (knots)**	**Current Bearing (°)**	**Wind Bearing (°)**	**Wind Speed (knots)**	**3% of Wind Speed (knots)**
0					
1					
Calculated Position (1 hr)		**Lat:**		**Long:**	
2					
Calculated Position (2 hr)		**Lat:**		**Long:**	
3					
Calculated Position (3 hr)		**Lat:**		**Long:**	
4					
Calculated Position (4 hr)		**Lat:**		**Long:**	
5					
Calculated Position (5 hr)		**Lat:**		**Long:**	
6					
Calculated Position (6 hr)		**Lat:**		**Long:**	
7					
Calculated Position (7 hr)		**Lat:**		**Long:**	

Conversions					
1 knot = 1 nautical mile per hour					
1 kilometre	=	0.539 nautical miles	I nautical mile	=	1.852 kilometres
1 knot	=	1.852 kilometre per hour	1 kilometre per hour	=	0.54 knots

Tier Level Determination

The Tier determination below (Figure 0.4) should be utilised by the On-Duty Harbour Master, or equally trained member of staff to determine the perceived Tier level of the incident and mobilise resources accordingly.

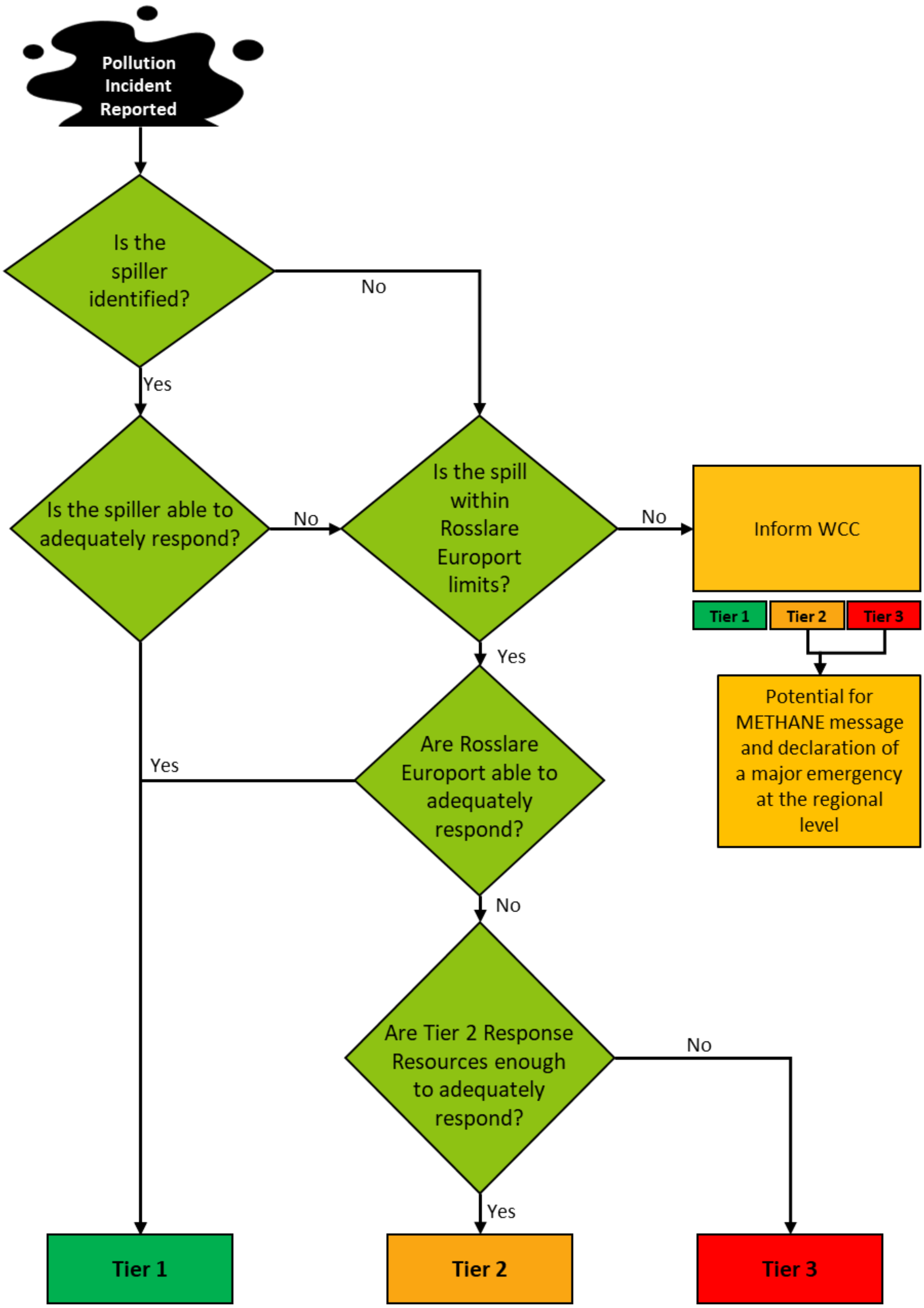


Figure 0.4 - Tier Determination Flow Chart

Initial Action Cards

Port Controller

Port Controller				
Overview of Role and Responsibilities: Receiving initial notification of the incident, notifying On-Duty Harbour Master, relaying the initial spill observation details and provide support to Technical Supervisor.				
Step	**Action**	**Ref**	**✓**	**Time/Date**
1.	Record the details of the spill, identifying where possible: • The source of the spill; • The current location of the spill; • Indicators of the spilt product (appearance and behaviour); • Any additional incident information (personnel, assets or environment involved). Utilise Initial Data Collection Sheet to obtain additional information	Page 2	☐	
2.	Notify On-Duty Harbour Master and relay information captured on Initial Data Collection Sheet.		☐	
3.	Receive instruction from the On-Duty Harbour Master and answer information requests accordingly.		☐	
14.	Ensure all vessels and infrastructure within the vicinity of the spill are aware of the spill, collating further observation if available.		☐	
5.	If deemed safe to do so, support the On-Duty Harbour Master by observing the spill, recording any changes at the scene (using Port Cameras).		☐	
	If deemed necessary provide support to the On-Scene Commander (Technical Supervisor), undertaking the role of the Operations Section and provide communication pathway between the on-scene response and the Incident Commander (On-Duty Harbour Master).			
8.	On being informed of incident closure, provide all response paperwork, photographs and logs to the OSC.		☐	

On-Scene Commander (On-Duty Technical Supervisor)

On-Scene Commander (On-Duty Technical Supervisor)				
Overview of Role and Responsibilities: Mobilise to incident scene and undertake initial incident assessment. Then take primacy in the on-scene management of the incident and coordination of the deployment of response strategies.				
Step	**Action**	**Ref**	**✓**	**Time/Date**
1.	Ensure the safety and protection of personnel, the Jetty and any other vessel or infrastructure within the vicinity of the spill. Follow the Safety Assessment procedure.	Page 1	☐	
2.	Verify the details of the spill and gather any relevant data available at that precise moment (using the Initial Data Collection Sheet): • Source, location and time of release; • Spill type; • Quantity released; • Appearance of the spill; • Weather conditions and sea state; • Immediate environmental and socioeconomic sensitivities under threat; • Details of any initial response actions taken; • Potential Tier Level; and, • Escalation potential.	Page 2	☐	
3.	Report observations to the On-Duty Harbour Master and request the mobilisation of appropriate resources to mitigate the impacts of the incident.		☐	
4.	Notify all in the vicinity of the incident to make them aware.		☐	
5.	Update and transfer information when obtained to Incident Commander via Port Controller or directly.		☐	
6.	Complete all necessary risk assessments.		☐	
7.	Develop a site safety plan and deliver a safety brief to the response team. Ensure you have all necessary forms (Risk Assessment, Safety Brief, Gas Detection, Site Safety Operational Survey Form).	Chapter 10	☐	
8.	Take a sample of the spilt oil or assign a member of the response team to take a sample of the spilt oil.	Chapter 12.1		
9.	If appropriate, oversee and conduct Tier 1 response measures alongside any requested additional support (Regional or Ambipar Response).		☐	
10.	If Tier 2/3 incident prepare for the arrival Tier 2 response contractor, or IRCG resources (Tier 3).			

11.	Conduct regular sitrep briefings with the IMT to ensure IMT are up to date on the progression of the incident. Continually review the strategy being employed and advise of changes where necessary to IMT.		☐	
12	Continue with response until end point criteria is met or told to demobilise by the Incident Commander/Operations Section Chief.		☐	
13.	Confirm incident closure with the IMT.		☐	
14.	Collate and populate all logs and other documents and supply copies to the IMT. Conduct a post-incident debrief with response personnel to report to the IMT.		☐	

Incident Commander (On-Duty Harbour Master)

Area Operations Manager				
Overview of Role and Responsibilities: Responsible for the overall management of the oil spill incident, including mobilisation of response teams, notification to external stakeholders, and coordination of the Incident Management Team when mobilised.				
Step	**Action**	**Ref**	**✓**	**Time/Date**
1	Following notification from Port Controller mobilise at Technical Supervisor to undertake an assessment of the incident and confirm information (using the Initial Data Collection Sheet).	Page 2	☐	
2.	Support the Technical Supervisor, or Vessel Master in determining the volume of oil spilt.		☐	
3.	Determine the direction and trajectory of the spill and identify any potential Environmental or Socio-economic receptors at risk.	Pages 3 & 6 Chapter 4.4	☐	
4.	Once information has been received from the Technical Supervisor determine the appropriate Tier level and mobilise resources accordingly (Rosslare On Site Response Team, members of the Incident Management Team, Tier 2 Contractors and Waste Management Contractors).	Page 7	☐	
5.	If Tier 1/2 identify the most appropriate response strategy to mitigate the consequential impact of the incident of the incident	Chapter 7	☐	
6.	Notify all relevant stakeholders following up with the Initial Data Collection Sheet. Submit a POLREP to the IRCG.	Chapter 15 Chapter 2	☐	
7.	If the IMT is mobilised set-up Emergency Response Centre and prepare to brief and assign roles to incoming IMT personnel.	Chapter 3	☐	
8.	Establish a reporting schedule and assist the OSC in ensuring the safety of the personnel and vessel throughout any response measures taken. Assess if additional resources are required.		☐	
9.	Request additional resources to implement the chosen response strategy through the Tier 2 response contractor (Ambipar Response)	Page 7	☐	
10.	If Tier 3 incident prepare for the arrival of IRCG resources, hand over the incident to IRCG Marine Response Team (MRT) and establishing meeting agenda with IRCG MRT.			
10.	Continue to liaise with the OSC, or Operations Section Chief (Port Controller) for regular updates and further requests. Share Situational updates with all relevant stakeholders (CMT, WCC, IRCG, EPA).		☐	
11.	Demobilise IMT personnel as required.	Page 24	☐	

12.	In liaison with the Operations Section Chief, CMT, authorities, and the vessel owners/master/insurers, establish end point criteria where response measures are no longer considered effective and the threat to the environment is considered as low as reasonably practicable, oversee the demobilisation and termination of the response ensuring the justification for terminating any response measures are recorded.	Page 24	☐	
13.	If applicable, determine the preparation of a monitoring programme detailing: • Actions and measures to be taken to ensure no further hydrocarbon release; • Arrangements in place to monitor environmental impact.		☐	
14.	Continue to update and liaise with the CMT as required.		☐	
15.	On incident closure, collate all response paperwork, photographs and logs.		☐	
16.	Conduct a post-incident debrief with response personnel and assign personnel to complete any after-action recommendations.	Page 24	☐	

Response Team

Response Team (Operational Personnel)				
Overview of Role and Responsibilities: Assist in the response to an oil/HNS spill incident, being available to be tasked by the On-Scene Commander, Technical Supervisor, or assisting response contractors as required.				
Step	**Action**	**Ref**	**✓**	**Time/Date**
1.	Following notification from the On-Scene Commander (Technical Supervisor), proceed to the site of the incident and alert all of those in the vicinity of the spill of the hazard.		☐	
2.	Attend safety brief and carry out health and safety tasks as instructed.	Chapter 10	☐	
3.	As tasked, undertake monitoring and evaluation tasks (oil/HNS sampling and visual evaluation).	Chapter 12.1	☐	
4.	As tasked, undertake or assist in response activities, supporting any mobilised resources from response contractors or WCC.		☐	
5.	On being informed of incident closure, provide all response paperwork, photographs, and logs to the On-Scene Commander.		☐	

Incident Management Team

Rosslare Europort have adopted the Incident Management System (IMS) for managing the response to pollution events. This is the same system utilised by the IRCG allowing for the use of common terminology and seamless integration in the event there is a Tier 3 incident within Rosslare Eurosport's area of jurisdiction.

As shown in Chapter 3, the structure of the Incident Management Team (IMT) is modular and scalable depending on the severity and needs of the incident. In the response to small pollution incidents, Rosslare Europort will activate a simplified IMT structure consists of the On-Duty Harbour Master (Incident Commander), Port Control (Operations Section Chief) providing support to the Technical Supervisor (On-Scene Commander) coordinating the onsite response team.

In the event of a Tier 2/3 incident an extended IMT structure will be initiated following the operational planning cycle to develop incident specific incident action plans. Additional capable and competent Rosslare Europort personnel and contracted resources will be mobilised to join the IMT these personnel will include the Health and Safety Manager, Assistant Harbour Master, Administration Team, Port Controllers and Tier 2 response contractor personnel.

Emergency Control Room

During the response to small pollution incidents (Tier 1), or during the initial phases of a significant prolonged incident (Tier 2/3) the Emergency Control Room (ECR) will be the Port Control Tower due to its location having an overview of the port estate and seaward approaches. The Control Tower also has full CCTV, Radar, Vessel Traffic System (VTS), communication equipment and can control the door access system.

In the event that a significant prolonged incident occurs potentially involving multiple agencies the ECR will be established in the ports conference room near the Harbour Masters Office. It is the responsibility of the first member of the IMT arriving to support the response to set-up the ECR by erecting the situation display boards, checking the communications systems are functioning and disseminating all incident command forms (Annex 6).

The ECR will have all necessary communications, stationary, situational display boards, charts, a copy of this plan and other interfacing contingency plans.

Irish Coast Guard Marine Emergency Room

Should a multi-agency approach be adopted, or a Major Incident declared, the IRCG, in consultation with the IMT and local authorities, may decide to mobilise the Marine Response Team (MRT) and open the Marine Emergency Room (MER) in the National Maritime Operations Centre (NMOC), Dublin, or in one of the Regional Co-ordination Centres.

MER Dublin: Irish Coast Guard Headquarters, Department of Transport, Leeson Lane, Dublin 2.

Shoreline Response Centre

Should Wexford County Council mobilise a shoreline response they may establish a Shoreline Response Centre depending on the severity of the incident. The Shoreline Response Centre will be located at the Local Co-ordination Centre:

The Council Chamber County Hall, Wexford.

The machinery yard building, Enniscorthy is the secondary designated Local Co-ordination Centre if the primary Centre is inaccessible due to the nature and location of the incident.

Phase 2 – Development of an Action Plan

Response Priorities

In the event that this OSCP is activated, the main response priorities, which will underpin the strategic foundations of any oil spill response can be summarised using the 'PEAR' ordering of principles below:

- People: Protect human health and safety.
- Environment: Mitigate the impacts and remediate to as near as practicable, to original state.
- Assets: Protect key assets.
- Reputation: Minimise impact on reputation.

These principles clearly stress that the main priority in the event of a spill incident is to ensure measures are taken to protect the safety and wellbeing of personnel. In some scenarios this will require securing or closing the port to prevent the escalation of the incident or addressing emergency aspects of a critical nature such as fire or explosion, as such refence should be made to Rosslare Emergency Response Plan and relevant information on the specific scenario.

Strategy Development

Response strategies are developed based on the needs the incident and the overarching incident objectives. Throughout the response to a pollution incident, differing strategies may be implemented concurrently with the primary strategy centred on the safety of response personnel and people within the vicinity of the incident.

Response strategies should be initially developed by On-Duty Harbour Master (Incident Commander) in consultation with the Technical Supervisor (On-Scene Commander) following the initial assessment of the incident. The response strategies should be aimed at mitigating the deleterious impact the incident may have environmental and socio-economic receptors through either mitigating the release, containment of the pollution as close to source as practicable, or protection of sensitive receptors.

Figure 0.5 and Figure 0.6 provide guidance for selecting the appropriate response strategies for an oil and HNS pollution response, respectively. Throughout the response to a pollution incident response the strategies deployed should be documented, effectiveness assessed and altered accordingly.

See Chapter 6 (Shoreline Clean-up Assessment Technique), Chapter 7 (Response Strategies and Guidance) and Chapter 8 (Hazardous and Noxious Substances – Response Guidance) for additional information on pollution response strategies and corresponding tactics.

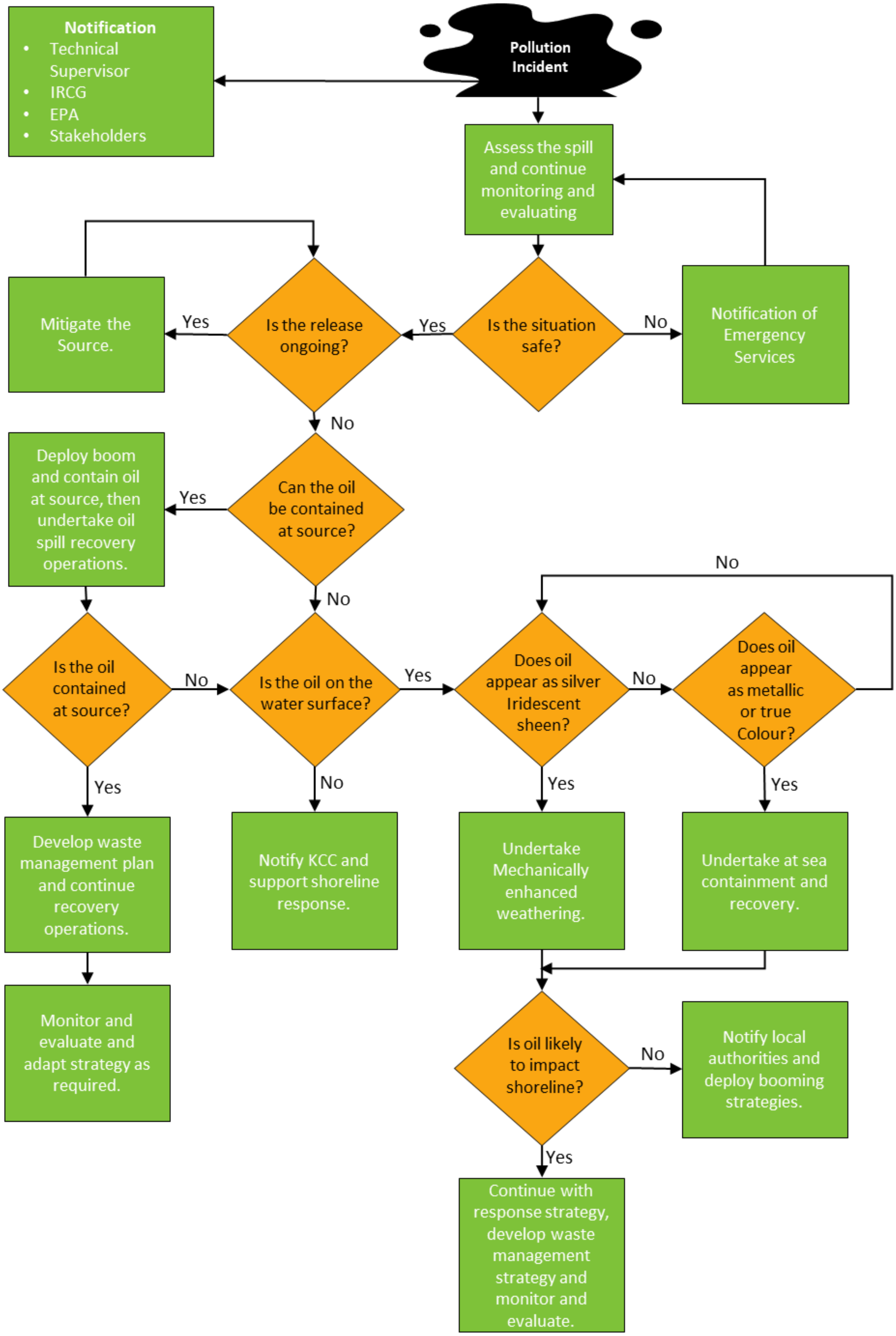


Figure 0.5 - Oil Spill Response Strategy Guide

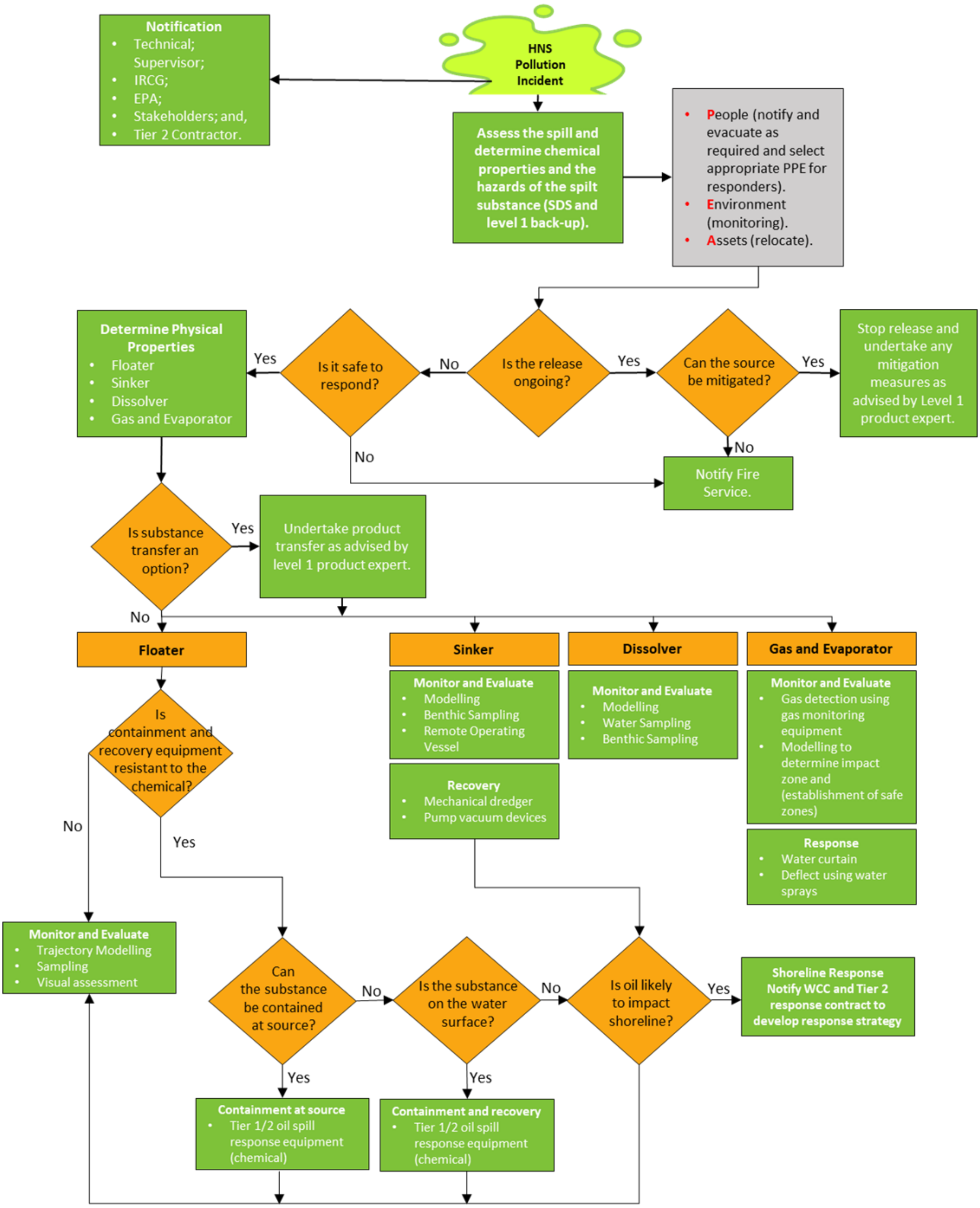


Figure 0.6 - HNS Response Strategy Guide

Incident Management Procedures

Pollution incidents generally follow two distinct stages the Reactive Phase and the Proactive Phase as described below.

Stage 1 – Reactive: During this period events can move quickly as new information appears, incident teams are mobilised, and response efforts commence. Decisions may be taken quickly and are often verbal.

Stage 2 – Proactive: During this period, the incident has moved into 'project' stage. Personnel and resources are in place. The response and clean-up phase may last days, weeks or months.

It is the aim of the Rosslare Europort IMT to transition from the reactive phase to the proactive phase in a timely manner. To achieve this, it is Rosslare Europort's incident management procedure is **Prudent Overreaction** to ensure the timely mobilisation of resources and to develop an Incident Action Plan (IAP).

An IAP is a formal and approved document that sets out clear objectives and strategy for spill response. It identifies incident objectives and provides essential information regarding incident organisation, resource allocation, work assignments, safety and weather.

The completed IAP is approved by the Incident Commander and utilised to brief response personnel, share with regulators, and provide a record of the actions undertaken when responding to the incident.

A proforma Incident Action Plan containing the ICS forms referenced in Table 0.4 can be found in Annex 6.

Table 0.4 - Components of an IAP

Common Component	Optional
Incident Objectives (**ICS 202**) Organisation List (**ICS 203**) Assignment List (**ICS 204**) Communication Plan (**ICS 205**) Medical Plans (**ICS 206**) Site Safety Plan (**ICS 208**) Incident Map/Chart Weather	Demobilisation Plan Transportation Plan Decontamination Plan Waste Management or Disposal Plan

Action Planning

The incident action planning process requires collaboration and participation among all functions of the IMT. The development of incident action planning process is built on the following phases:

- Understand the situation;
- Establish incident objectives;
- Develop the plan based on strategies and tactics to achieve objectives;
- Prepare and disseminate the plan; and,
- Execute, evaluate, and revise the plan.

The incident planning process is discussed in detail in Phase 3.

Incident Objectives

Incident objectives drive the incident organisation as it conducts response, recovery, and mitigation activities. Incident objectives are set by the Incident Commander or On-Scene Commander depending on the scale of the incident in consultation with IMT functions and Technical Advisors from appropriate authorities, agencies, and organisations.

The objectives should relate the Rosslare Eurosport's response priorities being; People, Environment, Assets, Reputation (PEAR).

Phase 3 – Action Plan Implementation

Incident Planning Cycle Process

The incident management planning cycle adopted by Rosslare Europort and IRCG is shown in Figure 0.7. The planning cycle known as the "Planning P" is a step-by-step process through which the IMT can develop an IAP.

Irrespective of the size of the incident, the response process begins with the incident detection, notification, assessment, mobilisation, and establishment of command. The planning cycle assists in establishing a work brief sequence and typical daily timetable which can greatly assist in managing an incident and imparting incident information to the IMT.

Small incidents can be managed by using the simplified process shown below within the leg of the Planning P and may not require the full extended operational planning cycle. The simplified planning cycle consists of iterative cycles of work, assess, and brief to achieve the incident objectives. This is essentially repeating the process identified in the leg of the planning P.

In response to a significant more complex incident, potentially including IRCG and other agency involvement, the full operational planning cycle will be required to effectively capture information, establish objectives, and develop an effective incident action plan. The full cycle is designed to guide members of the IMT through planning activities, meetings, briefings and work periods to ensure key incident actions are identified, a plan is developed, disseminated and then subsequently revised and evaluated.

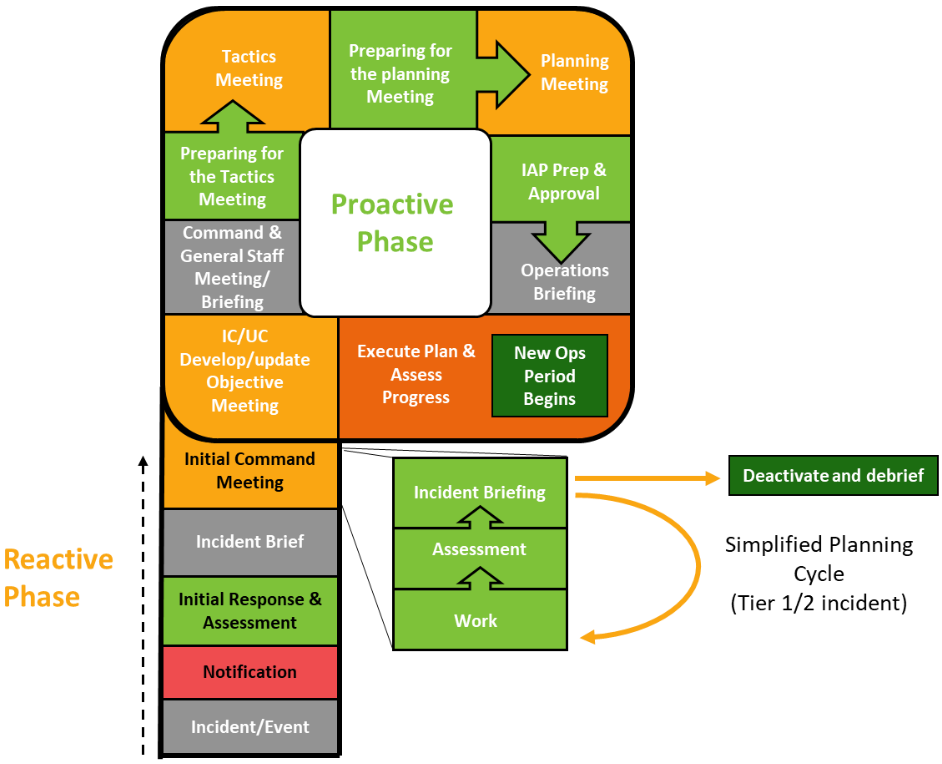


Figure 0.7 The Response Planning Cycle

See Chapter 3 for additional information on the Planning Cycle and the Meeting Agendas.

Command Structure

The Incident Command structure shown in Figure 0.8 has been adopted by Rosslare Europort for responding to pollution incidents. The structure is flexible and considers the early dynamic nature of spill response and the longer-term project nature of prolonged incidents. There are FIVE main management sections:

- **Command**: *Sets the incident objectives, prioritises the response, and has overall responsibility for the incident.*
- **Operations:** *Establishes the tactics and directs all resources and conducts operations to achieve the incident objectives.*
- **Planning:** *Supports the incident action planning process by developing strategies, tracking resources, collecting/analysing information, and maintaining documentation.*
- **Logistics:** *Provides resources and needed services to support the achievement of the incident objectives.*
- **Finance:** *Monitors costs related to the incident. Provides accounting, procurement, time recording, and cost analyses.*

The complexity of the incident will influence the number of sections established and number of personnel assigned to the IMT allowing for a simplified structure to be enacted. In the response to small incidents one, or two personnel may be able to undertake several roles within the command structure, alternatively the incident may not require the activation of a given section.

Through the proactive mobilisation and population of these sections, the response structure can be created to manage the most complex of pollution events.

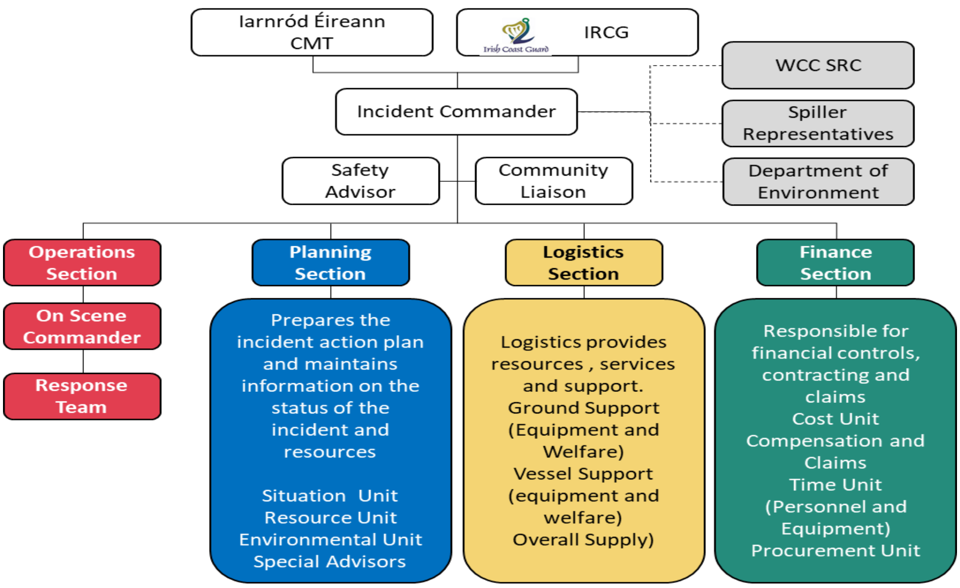


Figure 0.8 Rosslare Europort Incident Command Structure

See Chapter 3 for guidance on the larger response structure including action cards for each key role with the command structure

Health and Safety Statement

Rosslare Europort's health and safety Statement (February 2021) is:

"Our customers, colleagues and contractors have an expectation to be 'Always Safe' when using or delivering our services. Our commitment to them is to do all that we can to meet this expectation by continually developing ourselves and our management systems to achieve excellence in health, safety, efficiency, and quality of service."

Sampling and Evidence Collection

Regardless of the type, size or information on the source, sampling, and evidence collection from the offset of a response to final demobilisation can be an important component of the incident response and in some instances a regulatory requirement. Spilled oil and HNS and their impacts can change over the time and therefore the timely implementation of a sampling programme is paramount to potentially determining the source and monitoring the environmental impacts of the incident.

Upon notification of an incident the On-Scene Commander, or appointed member of the response team, should collect a sample of the product or contaminated water. If there is doubt in the source of the spill and therefore a liability concern, the Harbour Master should exercise his powers to request a bunker fuel sample from all vessels who have been identified as a possible culprit.

Sampling in relation to liability investigations must be performed with great care and under a strict chain of custody control until identification and possible legal procedures have been completed.

Throughout a response Rosslare Europort personnel should capture all relevant information through the completion of the various incident management and onsite proformas held within Annex 6 of this plan.

Proforma Incident Response Documentation can be found in Annex 6.

When possible photographic evidence of the incident and the corresponding response strategies deployed should be captured and stored with digital copies, or scans, of all completed proformas on a dedicated incident specific file. All documentation should be kept for claims purposes and demonstrating that the response undertaken was technically justifiable.

See Chapter 12 for guidance on sample collection and Chapter 17 for Documentation Procedures.

Stakeholder Engagement and Media Response Strategy

Stakeholder Engagement and Media Response throughout the response to a pollution incident will be managed by the Iarnród Éireann Corporate Communications Manager. The strategy will be incident specific and if required coordinated with the polluter, IRCG and principal response agencies.

Corporate Communications Manager:
Barry.kenny@irishrail.ie +353 87 2381224

See Chapter 15 for guidance on stakeholder engagement and media management.

Documentation and Record Keeping

The completion of the role specific proformas and checklists within this plan are of the highest importance when responding to a pollution incident as they may be used as evidence in future investigations and potential legal actions. Completed documentation will also be beneficial during any post incident debrief.

Proforma Incident Response Documentation can be found in Annex 6.

All documentation should be completed accurately, be legible, and contain all known information at the time of completing the document (avoiding speculation) and stored on an incident specific file. The documentation will show a chronological account of the incident and will assist in providing evidence on why response strategies were chosen and deployed.

Documentation received from the operational response throughout a response can assist in decision making, amending response strategies, and be highly advantageous in showing the progress of the response to stakeholders. The documentation may also assist in determining the appropriate end point criteria.

It is the responsibility of section leads to ensure members of their team complete all necessary documentation and supply it to the Planning Section for correct storage.

See Chapter 17 for Documentation Procedures.

Phase 4 – Response Termination and Demobilisation

Response termination and demobilisation involves the recovery, decontamination and maintenance of all equipment used during the response as well as the standing down of response teams. These activities are often performed in a staggered process, allowing for the 'ramping up' and remobilisation of resources and personnel should the incident potential shift.

Asides from the demobilisation of response resources, the termination of the incident response structure should also occur in unison. This process should begin from the bottom up and may occur whilst in certain field operations continue. The process should enable:

- Phased termination, following a scaling back according to the incident management's organisational chart;
- The transfer of command as sections, roles and branches of the response are scaled back;
- Continued offering of appropriate support to in field operations; and
- The continuous monitoring of actions and costs.

The termination and demobilisation phase also involves the collation and completion of all documentation associated with the spill response, including expenditure reports and arranging for the replacement of all consumables.

This phase can be supported by the contents of: Chapter 3 – Incident Command Team Roles and Responsibilities, Chapter 12 – Evidence Collection and Cost Recovery, and Chapter 17 – Documentation Procedures

Termination and Debriefing Criteria

The decision to demobilise and terminate any response measures will be made by Rosslare Europort's Incident Commander in consultation with the IRCG, response contractors and other appropriate stakeholders or Government agencies. This decision should be informed, but not limited to the following considerations having been made:

- The effectiveness and efficiency of the current response measures being undertaken;
- The lack of scope for further response options being more effective than those currently being undertaken;
- The potential for further release or arrival of pollution within the response area;
- An assessment on whether further response measures will have a negligible or even negative impact on the environment (benefited by a NEBA review);
- Whether the response measures utilised to this point have been successful in removing pollution from the environment;
- Once all incident response objectives have been achieved; and,
- The requirements for establishing long-term environmental monitoring projects.

A checklist for these actions in relation to the overall response termination and demobilisation process can be seen in Table 0.5.

Table 0.5 - Termination and Demobilisation of Response Checklist

	Action	✓	Time/Date
1.	Consult; IRCG, IMT members, oil/HNS spill consultants and key stakeholders regarding: • The effectiveness of the current response measures; • The potential for further pollution; • Whether further response measures will have a negative impact on the environment; • Whether the response measures have been successful; and • The requirement for long term environmental monitoring.	☐	
2.	Develop a stepped plan for the scaling back of in-field and incident management functions, ensuring adequate support is maintained until the final action is complete.		
3.	Ensure all relevant response personnel and contractors are advised of the plan.	☐	
4.	Notify all government authorities (local and national, where appropriate) and nearby stakeholders of the commencement of the demobilisation.	☐	
5.	Undertake demobilisation, continually monitoring the situation and demobilisation procedures based on the considerations in step 1. Halting demobilisation and ramping up if required.		
6.	Collate all logs and incident information from all involved in the incident.	☐	
7.	Prepare a detailed report on the incident and response measures undertaken referencing: • The decision behind their choice (NEBA); • Their duration; • Their effectiveness; and • The decision behind their termination.	☐	
8.	Undertake an inventory of resources mobilised and organise the repatriation and resupply of equipment used throughout the response.	☐	
9.	Assess the requirements and scope for any environmental monitoring. Develop and ensure an environmental monitoring programme is in place.	☐	
10.	Conduct an incident debrief and after-action review, involving all response personnel, supporting bodies and IRCG liaisons involved during the incident. Look to address: • Successes of the response; • Opportunities for all to raise and capture their thoughts; • Evaluation of all response activities; • Document strength and weaknesses of contingency plan; and • Recommendations for improvement.	☐	

Phase 5 – Post Operations, Documentation of Costs/Litigation

The widely accepted 'polluter pays principle' means that Rosslare Europort will look to recuperate any costs incurred from a spill from the polluter, be it vessel, operator or tenant. Under the IOPC claims manual[1] the following damages when deemed reasonable are applicable for compensation:

- Clean-up and preventative measures;
- Property damage;
- Consequential and economic losses; and
- Reinstatement and restoration of impaired environments.

Detailed guidance on the compensation and liability regime, explicitly the claims procedure can be found in the IOPC Funds' Claims Manual.

Financial System

As such, Rosslare Europort has ensured that a process is in place to capture and record all costs associated with response and clean-up operations through inclusion with their preestablished internal financial protocols.

Coordination of the financial system should be overseen by the Human Resources and Finance Manager:

Paul.bonar@irishrail.ie +353 87 6296826

Their role is within Irish Rail and will assist the Finance Section Chief out of Rosslare Europort.

The establishment and workings of the financial system throughout a response can be supported by the contents of: Chapter 12 – Evidence Collection and Cost Recovery, Chapter 16 – Financial Management Protocols, and Chapter 17 – Documentation Procedures.

Costs will be allocated to liable parties through Rosslare Europort's invoicing system.

Legal Advice

Most spill events culminate in actions by various parties to seek cost recovery, compensation or other forms of legal action, both criminal and civil. The response must also be conducted within the legal framework concerning environmental protection, health and safety and waste disposal. It is therefore necessary to seek early guidance from legal counsel and be mindful of legal requirements during the development and execution of response plans and activities.

Rosslare Europort have identified their following representation to assist throughout any legal proceedings:

CIE Solicitors, Bridgewater Business Centre, Cunningham Road, D08 T9NH.

law@cie.ie

[1] (IOPC) International Oil Pollution Compensation Funds Claims Manual (2016)

CHAPTERS

1. Definitions and Abbreviations
2. IRCG Notification
3. Incident Command Structure, Roles and Responsibilities
4. Risk Assessment
5. Training and Exercising Regime
6. Shoreline Clean-Up Assessment Technique (SCAT)
7. Response Strategies and Guidance
8. HNS Response Guidance
9. Dispersant Use
10. Occupational Safety and Health
11. Wildlife Rescue and Rehabilitation
12. Evidence Collection and Cost Recovery
13. Waste Management
14. Place of Refuge
15. Stakeholder Engagement and Media Protocols
16. Financial Management Protocols
17. Documentation Procedures

1 Definitions and Abbreviations

Abbreviation	Definition
ALARP	As Low as Reasonably Practicable
BAOAC	Bonn Agreement Oil Appearance Code
CCGT	Combined Cycle Gas Turbine
DAFF	Department of Agriculture, Forestry and Fisheries
DOCL	Documentation Unit Lead
DTTAS	Department of Transport, Tourism and Sport
DWT	Deadweight
EHS	Environmental Health and Safety
EMP	Emergency Management Plan
EMSA	Network of Stand-by Oil Spill Response Vessels
EMT	Emergency Management Team
EPA	Environmental Protection Agency
ER	Emergency Response
ERT	Emergency Response Team
ESI	Environmental Sensitivity Index
ETFE	Ethylene tetrafluoroethylene
EU	European Union
EWC	European Waste Catalogue
FSC	Finance Section Chief
GESAMP	Group of Experts on the Scientific Aspects of Marine Environmental Protection
GHS	United Nations' Globally Harmonised System
GIS	Geographical Information Systems
GPS	United Nations' Globally Harmonised System
HAZID	Hazard Identification
H2S	Hydrogen Sulphide
HFO	Heavy Fuel Oil
HNS	Hazardous Noxious Substances
HSE	Health, Safety and Environmental
IAP	Incident Action Plan
IBC	Intermediate Bulk Containers
IC	Incident Command
ICS	Incident Command System
ICT	Incident Command Team
IMDGC	International Maritime Dangerous Goods Code
IMO	International Maritime Organisation
IMT	Incident Management Team
IOPC	International Oil Pollution Compensation Funds
IPIECA	International Petroleum Industry Environmental Conservation Association
IRCG	Irish Coast Guard
ISPS	International Ship and Port Facility Security
ITOPF	International Tanker Owners Pollution Federation Limited
LOA	Length Overall
LSC	Logistics Section Chief
MEM	Major Emergency Management
MER	Marine Emergency Response

Abbreviation	Definition
MGO	Marine Gas Oil
MMSI	Maritime Mobile Service Identity
MRCC	Marine Response Coordination Centre
MRT	Marine Response Team
MSDS	Material Safety Data Sheet
NCP	National (Maritime Oil/HNS Spill) Contingency Plan
NEBA	Net Environmental Benefit Analysis
NGO	Non-Governmental Groups
NMET	National Marine Environmental Team
NMOC	National Maritime Operations Centre
OARS	Over-react, Assess, Respond, Stand Down
OPRC	International Convention on Oil Pollution Preparedness, Response and Co-operation
OSC	Operations Section Chief
OSCP	Oil Spill Contingency Plan
PEAR	People, Environment, Assets, Reputation
PID	Photoionization detector
POLREP	Pollution Report
PORDM	Places of Refuge Decision Matrix
PPE	Personal Protective Equipment
PRA	Principal Response Agency
PSC	Planning Section Chief
PTFE	Polytetrafluoroethylene
RAM	Risk Assessment Matrix
RNLI	Royal National Lifeboat Institution
SAC	Special Area of Conservation
SAR	Search and Rescue
SCAT	Shoreline Clean-up and Assessment Technique
SDS	Safety Data Sheet
SITL	Situation Unit Lead
SITREP	Situation Report
SLAR	Side Looking Airborne Radar
SOF	Safety Officer
SOP	Standard Operating Procedure/s
SOPEP	Shipboard Oil Pollution Emergency Plan
SPA	Special Protection Area
SRC	Shoreline Response Centre
THSP	Technical Specialist
UAV	Unmanned Aerial Vehicles
UHF	Ultra-high frequency
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational Scientific and Cultural Organisation
VHF	Very High Frequency
VTS	Vessel Traffic System
WWD	Wastewater Directive

2 IRCG Notification

The following form has been taken from Section 2 of IRCG SOP 01-2020 and is to be used to capture the information required by the IRCG when receiving a report of marine pollution. This form will support the incident appraisal process and help determine potential response actions at the national level.

INITIAL POLLUTION REPORT (POLREP)			
To:	MRCC Dublin | Telephone +353 (0)1 662 0795 | email coastguardnmoc@transport.gov.ie		
From:	*Name of reporting entity*	Date and time of report:	
1	DATE & TIME OF OBSERVATION	*Month, day and time that pollution was observed*	
2	NAME & CONTACT OF OBSERVER	*Indicates who has reported the incident. If a ship, name, home port, flag and call sign must be given.*	
3	POLLUTION POSITION AND EXTENT	*Indicates the main position of the pollution in latitude and longitude in degrees and minutes and may in addition give the distance and bearing of some prominent landmark known to the receiver. Estimated amount of pollution (e.g. size of polluted areas, number of tonnes of oil spilled, or number of containers, drums, etc. lost). Indicates length and width of slick given in nautical miles.*	
4	POLLUTION CHARACTERISTICS	*Gives type of pollution, e.g. type of oil with viscosity and pour point, packaged or bulk chemicals. For HNS give proper name or United Nations number if known. For all, give also appearance, e.g. liquid, floating solid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour. Any markings on drums, containers, etc. should be given.*	
5	POLLUTION SOURCE AND CAUSE	*E.g. from vessel, offshore unit or other. If from vessel, say whether as a result of a deliberate discharge or casualty. If the latter give brief description. Where possible, give name, type, size, call sign, nationality and port of registration of polluting vessel. If vessel is proceeding on its way, give course, speed and destination.*	
6	WIND DIRECTION & SPEED	*Indicates wind direction and speed in degrees and m/sec or knots. The direction always indicates from where the wind is blowing.*	
7	CURRENT OR TIDE	*Indicates current direction and speed in degrees and knots and tenths of knots. The direction always indicates the direction in which the current is flowing.*	
8	SEA STATE AND VISIBILITY	*Sea state indicated as wave height in metres. Visibility in nautical miles.*	
9	POLLUTION DRIFT	*Indicates drift course and speed of pollution in degrees and knots and tenths of knots. In case of air pollution (gas cloud) drift speed is indicated in m/s.*	
10	FORECAST	*E.g. arrival on beach with estimated timing. Results of mathematical models.*	
11	IDENTITY OR SHIPS ON SCENE	*Indicates who has reported the incident. If a ship, name, home port, flag and call sign must be given. Ships on scene can also be indicated under this item by name, home port, flat and call sign, especially if the polluter cannot be identified and the spill is considered to be of recent origin.*	
12	ACTION TAKEN	*Any action taken to combat the pollution.*	
13	PHOTOGRAPHS OR SAMPLES	*Indicates if photographs or samples from the pollution have been taken. Communication addresses of the sampling authority should be given.*	

3 Incident Command Structure, Roles and Responsibilities

3.1 Incident Management Team Structure and Organisation

Effective pollution response requires the ability to implement a structured incident management team to seamlessly transit from the initial reactive phase of a response to a proactive phase where the scope and incident needs are understood. To do this Rosslare Europort have adopted the Incident Management System (IMS) which is a structure process for coordinating a variety of important activities undertaken when responding to a pollution incident.

The IMS facilitates command and control, identifies responsibilities through role pre-identification, is objective driven and is scalable allowing the structure to be fit for purpose for the needs of a given incident be it a major multi agency response or a small Tier 1 pollution incident. The IMS is based on the following management principles:

- Ensuring an objectives-driven response;
- Formulation of an Incident Action Plan;
- Use of common and consistent terminology;
- Maintaining a manageable span of control; and,
- Coordination of equipment, personnel resources and communication.

The adoption of the IMS structure ensures that common terminology and similar processes will be utilised by both Rosslare Europort, the IRCG and the Wexford County Council Shoreline Response Centre (SRC) throughout the response to a major incident. This will aide integration between the response organisations and ensure a well coordinate response to an incident of national significance.

Throughout the response to a small Tier 1/2 incident Rosslare Europort will typically use a simplified and objective driven IMS structure which uses an iterative process to assess the incident needs, share information, assess the response progress and adapt accordingly then demobilise.

Upon notification of a major incident Rosslare Europort will active the mobilisation processes and mechanisms to implement the extended command structure which will follow the robust and structured operational Planning P process in coordination with the IRCG and WCC SRC.

3.1.1 Functional Command Structure

As shown in Figure 3.1 the organisational structure of the IMS includes four main sections under a command function. A description of the responsibility of each organisational element can be found in Table 3.1.

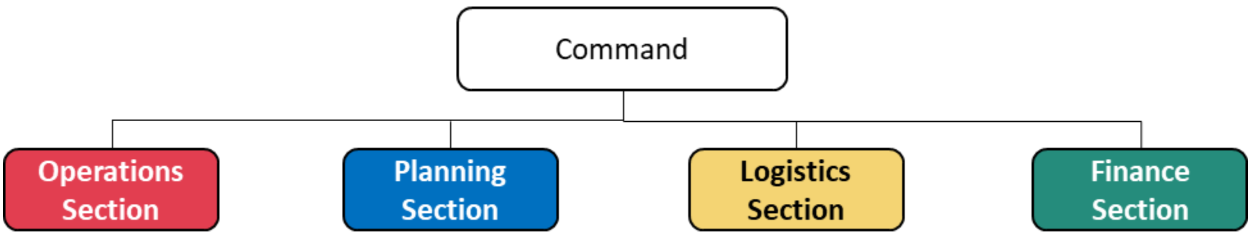


Figure 3.1 Organisational Structure of IMS

The complexity of the incident will influence which sections are established and the personnel resources assigned to them. The command is the first organisational element established for any incident and will be transferred to the On-Duty Harbour Master as Incident Commander once notified of the incident. The size of the organisation develops under the command function and will depend on the needs and scope of the incident based on continuous assessment and prudent overreaction.

Table 3.1 Responsibility of IMS Organisational Elements

Organisational Element	Description
Command	Command represents a function not a person and has the full responsibility for managing the incident, including safety of personnel, communication with stakeholders and other response agencies, and also performs duties normally carried by the other sections until those sections are mobilised. The command approves the incident action plan.
Operations Section	The role of the Operations Section is to provide specialist advice to the Site Incident Co-ordinator on how the effects of the spill should be mitigated and to control and co-ordinate and undertake the response effort
Planning Section	The role of the Planning Section is to provide any assistance required by the Incident Commander, to outline resources, strategies, techniques, and information to respond to the spill. This will include disseminating any information received from operational staff and liaison with other organisations such as the IRCG. The Planning section will also facilitate the development of the IAP and guide the IMT through the planning cycle.
Logistics Section	The Logistics Section is responsible for providing all resources, services, and support re-quired by the incident. The section includes procurement, receiving and supply functions. In addition, communications and medical support falls within the Logistics Section.
Finance Section	The Finance Section is responsible for the arrangement and co-ordination of the administrative aspects of the response, including documenting all the financial activities resulting from the response and for the procurement of materials and personnel to resource the response operation. This section is also responsible for ensuring that the communications system is running smoothly.

3.1.2 Simplified Command Structure (Tier 1/2)

In the response to a small pollution incident the activation of the spill response team would be organised through the simple IMS structured shown in Figure 3.2 using the sections and positions required to combat the pollution incident effectively and efficiently.

The On-Duty Harbour Master will undertake the role of the Incident Commander and perform the duties of the other sections not mobilised whilst also undertaking the role of the Incident Commander. The Port Controller will undertake the role of the Operations Section within the IMT providing a communication link between the Incident Commander and the response team at site lead by the Technical Supervisor.

If the incident scope was such that additional resources are required, the IMS structure can be populated by additional Europort Rosslare personnel such as the Health and Safety Manger, Assistant Harbour Master, Port Control Personnel, and Ambipar Response (Tier 2 contractor).

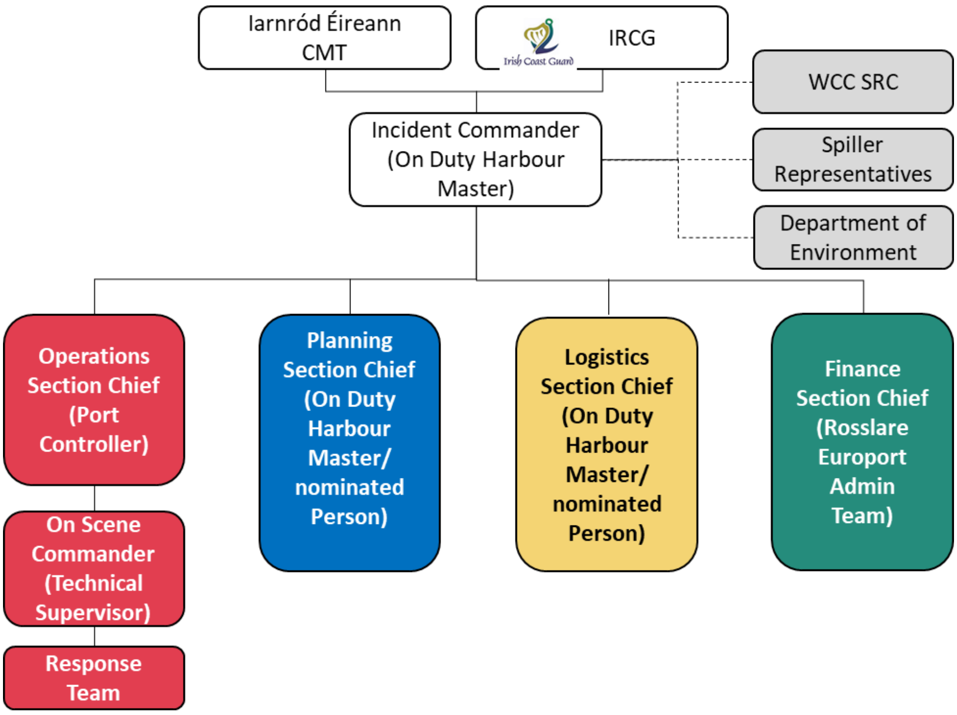


Figure 3.2 Simplified IMS Structure

If the Fire Service have responded to the scene, the On-Scene Commander will liaise with the Fire Services Incident Commander with respect to Rosslare Europort response and resources.

The Incident Commander has the overall managerial responsibility of Rosslare Eurosport's response to a pollution incident with the aim of ensuring a safe, efficient, and effective response is undertaken.

See Operations Section Phase 1 for Action Cards for key personnel during the initial phase of a response and throughout the activation of a simplified command structure.

3.1.3 Extended Command Structure

During the response to a complex prolonged incident which involves multiple agencies Rosslare Europort will mobilise personnel resources (contracted or within organisation) to establish an extended command structure to meet the needs of the incident. An example of an extended command structure for a significant Tier 2 pollution incident is shown in Figure 3.3.

The extended command structure and positions shown on the following pages and are indicative only, and the actual response structure required will be determined by the Incident Commander in consultation with IRCG, principal response agencies and other organisations during the response. Depending on the size and requirements of the spill and response, many of these positions may be filled by more than one person. Alternatively, one person may be responsible for more than one of these roles.

When responding to a prolonged complex multi-agency response Rosslare Europort IMT will follow the organisational Planning P action planning process as detailed in the Phase 3 of the Operations Section.

Chapter 3.2.2 contains action cards for key members of the extended IMS and meeting agendas for the organisational planning P process.

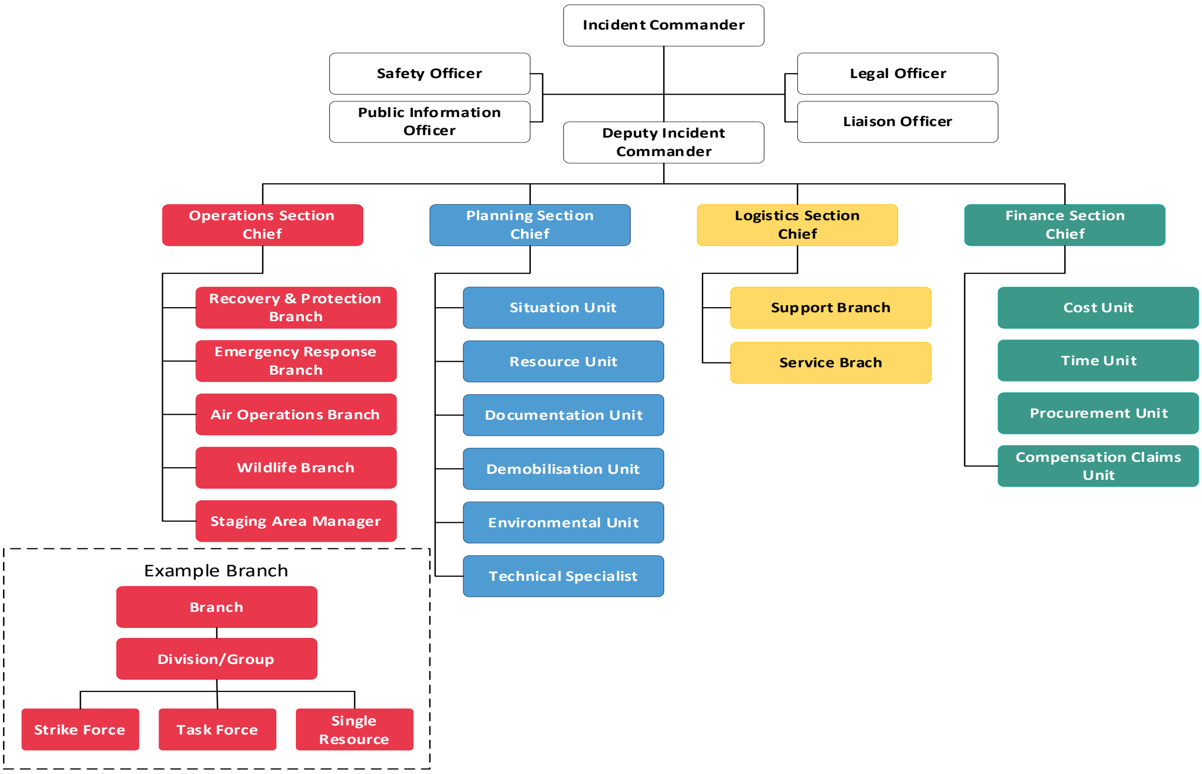
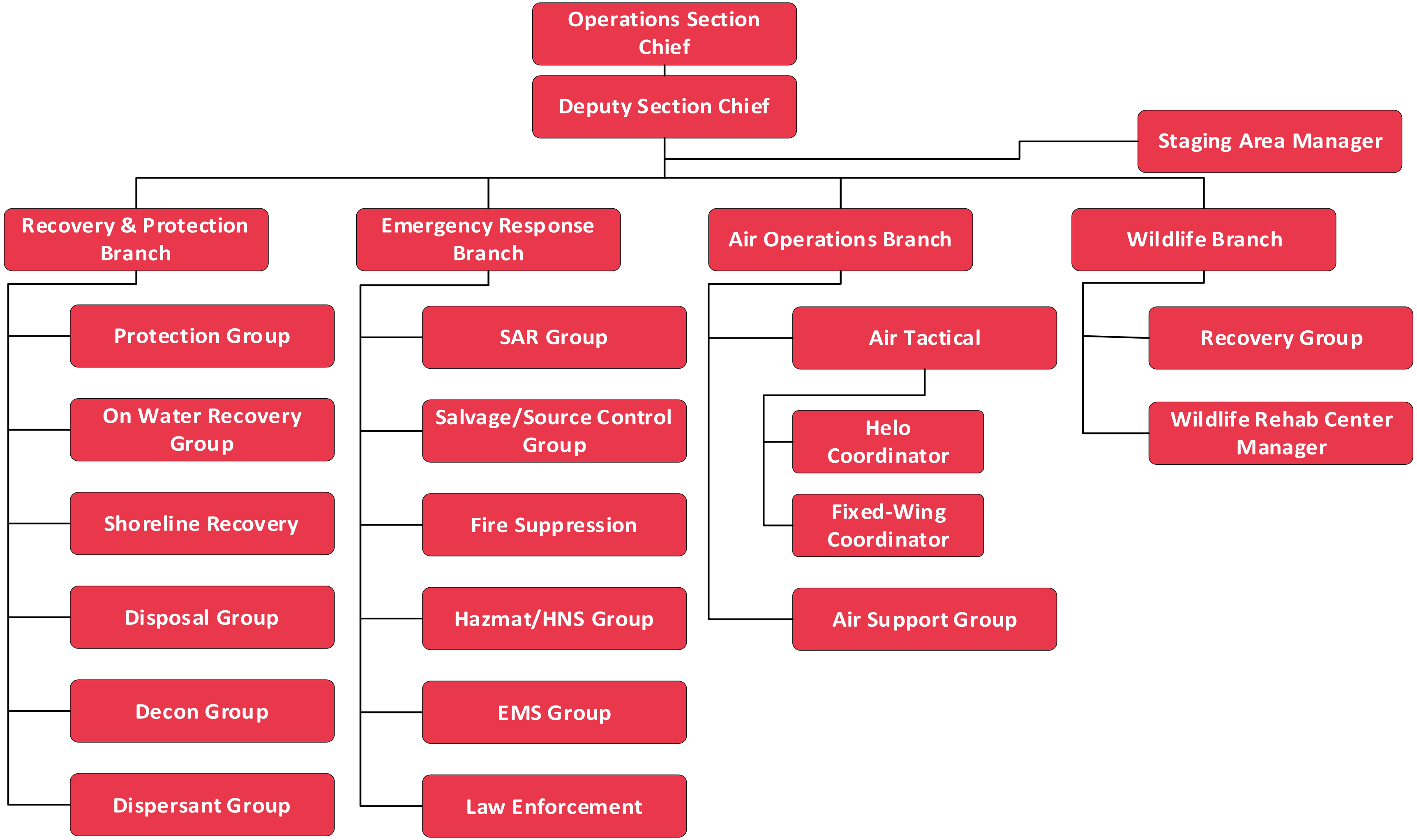
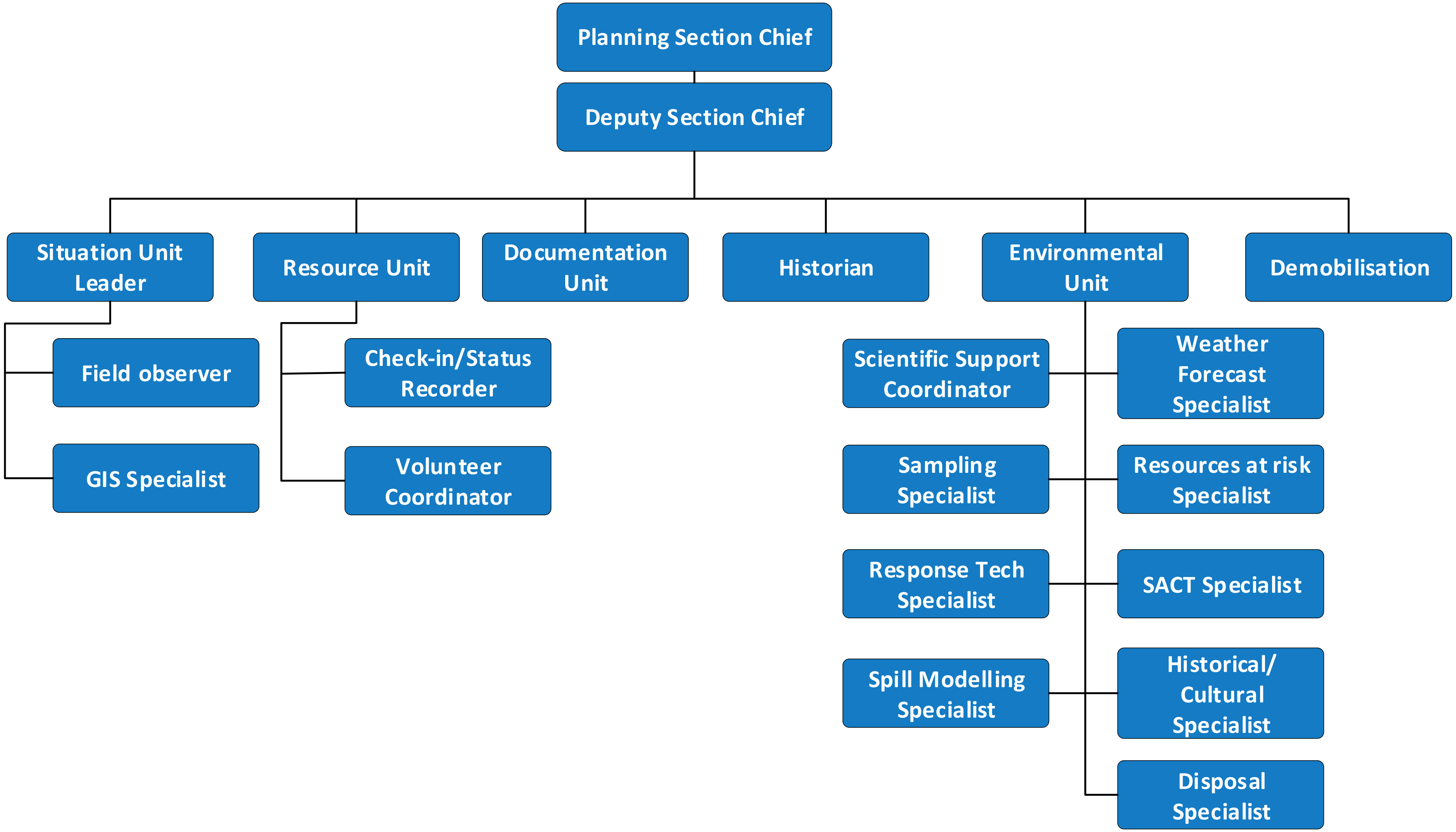


Figure 3.3 Example of an extended IMS Structure during the response to a Tier 2 incident.

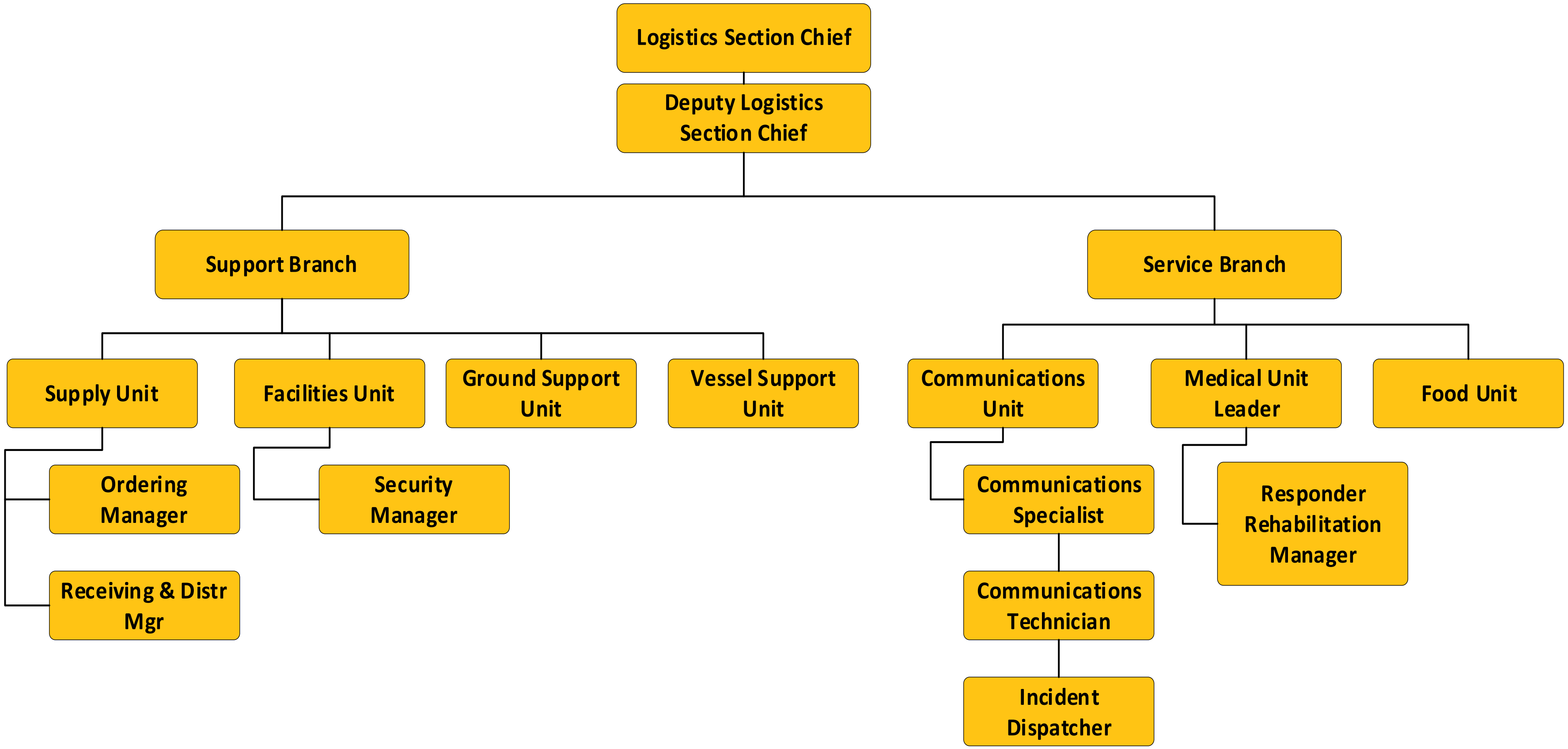
3.1.3.1 Extended Operations Section



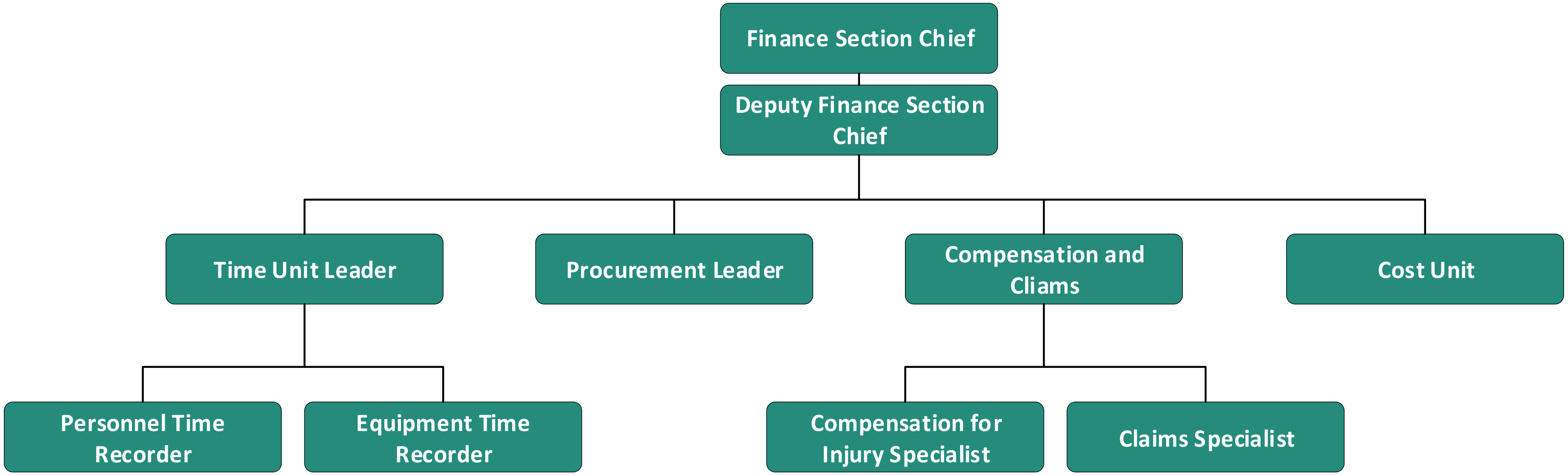
3.1.3.2 Extended Planning Section



3.1.3.3 Extended Logistics Section



3.1.3.4 Extended Finance Section



3.2 Roles and Responsibilities

3.2.1 Common and General Responsibilities

Common Responsibilities		
Action	**✓**	**Time/Date**
Receive assignment, notification, reporting location, reporting time, and travel instructions from Incident Commander, or appropriate Section Chief.	☐	
Upon arrival at the incident, check in at the Emergency Response Centre, or with the On-site Co-ordinator if arriving to operational site.	☐	
All radio communications will be addressed with the incident name	☐	
Receive briefing from immediate supervisor.	☐	
Acquire work materials relevant to role and assigned task	☐	
Complete forms and reports required of the assigned position and send material through to Administration/Logistics section.	☐	
Respond to demobilisation orders.	☐	
Ensure continuity using in/out briefings.	☐	
General Responsibilities		
Participate in management team meetings as required.	☐	
Determine status of your section's activities.	☐	
Manage and motivate your team and monitor team performance	☐	
Ensure the response is being carried out at a reasonable cost.	☐	
Enhance the response efficiency where possible.	☐	
Confirm dispatch and estimated time of arrival of staff and supplies.	☐	
Assign specific duties to your staff and supervise your staff.	☐	
Determine resource needs.	☐	
Supervise your section demobilisation, including storage of supplies.	☐	
Maintain section records, including section/activity log.	☐	
Maintain register team members including names and functions.	☐	
Meet with assisting and cooperating company/agency representatives, as required	☐	
Review Incident Action Plan and estimate your section needs for next operational period.	☐	
Estimate future service and support requirements	☐	
Ensure that all obligation documents initiated at the incident are properly prepared and completed	☐	
Recommend release of unit resources in conformance with the Demobilisation Plan	☐	

3.2.2 Action Cards for Key Functions (Tier 2/3 Incident)

3.2.2.1 Incident Commander

Incident Commander		
Role: The Incident Commander has responsibility is the overall management of the incident.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Obtain a briefing on the current situation of the incident.	☐
c	Determine Incident objectives and general direction for managing the	☐
d	Establish response priorities PEAR.	☐
e	Establish the Local Emergency Response Centre.	☐
f	Brief IMT on incident	☐
g	Establish an appropriate organisation.	☐
h	Ensure planning meetings are scheduled as required (following the planning P in Section 3.10).	☐
i	Ensure that adequate safety measures are in place.	☐
j	Coordinate activity for all IMT Staff.	☐
k	Coordinate with key people and officials.	☐
l	Approve requests for additional resources or for the release of resources.	☐
m	Approve the use of trainees, volunteers, and auxiliary personnel.	☐
n	Authorise release of information to the news media.	☐
o	Ensure Incident Status Summary (SITREP form, Annex 6) is completed and forwarded to appropriate higher authority.	☐
p	Order the demobilisation of the incident when appropriate	☐
q	Maintain Unit Log.	☐

3.2.2.2 Safety Officer

Safety Officer		
Role: The Safety Officer has the responsibility to develop and recommend measures for assuring personnel safety and to assess and/or anticipate hazardous and unsafe situations. The Safety Officer may have assistants, as necessary, and the assistants may also represent assisting organisations. Safety assistants may have specific responsibilities, such as at sea operations, hazardous materials, etc. The major responsibilities of the Safety Officer are:		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Participate in tactics and planning meetings, and other meetings and briefings as required.	☐
d	Review the Incident Action Plan for safety implications.	☐
e	Provide safety advice in the Incident Action Plan for assigned responders.	☐
f	Exercise emergency authority to stop and prevent unsafe acts.	☐
g	Investigate accidents that have occurred within the incident area.	☐
h	Assign assistants, as needed.	☐
i	Review and approve any Medical Plans.	☐
j	Ensure all risk assessments and safety documentation is complete Chapter 10 and Annex 6).	☐
k	Develop the Work Safety Analysis Worksheet as required (Annex 6)	☐
l	Ensure that all required agency forms, reports and documents are completed prior to demobilisation.	☐
m	Brief IMT on safety issues and concerns.	☐
n	Have debriefing session with the Incident.	☐

3.2.2.3 Community and Other Response Agencies Liaison

Community and Other Response Agencies Liaison		
Role: Incidents that are multijurisdictional, or have several agencies involved, may require the establishment of a Community Liaison Officer and Liaison Person in the IMT.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Be a contact point for other agencies and local community representatives. Review the information in Chapter 15.	☐
d	Maintain a list of assisting and cooperating agencies and agency representatives, including name and contact information.	☐
e	Assist in establishing and coordinating interagency contacts.	☐
f	Keep agencies supporting the incident aware of incident status.	☐
g	Monitor incident operations to identify current or potential inter-organisational problems.	☐
h	Participate in planning meetings, providing limitations and capability of assisting agency resources.	☐
i	Provide information on community concerns.	☐
j	Coordinate response resource needs for activities with the Operations Section Chief during chemical spill response.	☐
k	Coordinate activities of visiting dignitaries.	☐
l	Ensure that all required agency forms, reports and documents are completed prior to demobilisation.	☐
m	Brief Incident Commander on agency issues and concerns.	☐
n	Hold debriefing session prior to demobilisation.	☐
o	Maintain Unit Log.	☐

3.2.2.4 Operations Section Chief

Operations Section Chief	
Role: The Operations Section Chief (OSC) is responsible for the management of all tactical operations directly applicable to the oil/HNS response. The OSC activates and supervises the tactical deployment of resources in accordance with the Incident Action Plan and directs its execution. The OSC also directs the preparation of operational plans; requests or releases resources, monitors operational progress and makes expedient changes to the Incident Action Plan, as necessary; and reports such to the Incident Commander. In complex incidents, the OSC may assign a Deputy OSC to supervise on-scene operations.	

Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Obtain briefing from the Incident Commander.	☐
d	Evaluate and request enough Section supervisory staffing for both operational and planning activities.	☐
e	Supervise Operations Section tactical response (Oversee and Support the On-site Co-ordinator).	☐
f	Implement the Incident Action Plan for the Operations Section.	☐
g	Evaluate on-scene operations and adjust organisation, strategies, tactics, and resources as necessary.	☐
h	Ensure the Incident Commander is advised of changes in the status of resources assigned to the section.	☐
i	Ensure that Operations Section personnel execute work assignments following approved safety practices.	☐
j	Monitor need for and request additional resources to support operations as necessary.	☐
k	Evaluate and monitor current situation for use in next operational period planning.	☐
l	Convert operational incident objectives into strategic and tactical options.	☐
m	Coordinate and consult with the Planning Section Chief and technical specialists, modelling scenarios, trajectories, etc., on selection of appropriate strategies and tactics to accomplish objectives.	☐
n	Identify type and number of resources required to support selected strategies.	☐
o	Subdivide work areas into manageable units.	☐
p	Coordinate planned activities with the Safety Officer to ensure compliance with safety practices.	☐
q	Participate in the planning process and the development of the tactical portions of the Incident Action Plan.	☐
r	Assist with development of long-range strategic, contingency, and demobilisation plans.	☒
s	Develop recommended list of resources to be demobilised and initiate recommendation for release when appropriate.	☐
t	Receive and implement applicable portions of the incident Demobilisation Plan.	☐
u	Participate in operational briefings to IMT.	☐
v	Maintain Unit Log.	☐

3.2.2.5 Planning Section Chief

Planning Section Chief	
Role: The Planning Section Chief (PSC) is a member of the IMT, who is responsible for the collection, evaluation, dissemination and use of incident information and maintaining status of assigned resources. Information is needed to: 1) Understand the current situation. 2) Predict the probable course of incident events; 3) Prepare strategies, plans and alternative strategies and plans for the incident; and Submit required incident status reports.	

Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Collect, process, and display incident information.	☐
c	Assist Operations Section Chief in the development of response strategies.	☐
d	Supervise preparation of the Incident Action Plan.	☐
e	Facilitate planning meetings and briefings.	☐
f	Supervise the tracking of incident personnel and resources through the Logistics Section.	☐
g	Assign personnel already on-site to IMT organisational positions as appropriate.	☐
h	Establish information requirements and reporting schedules for Planning Section Units (e.g., Resources, Situation).	☐
i	Determine the need for any specialised resources in support of the incident.	☐
j	Establish special information collection activities as necessary (e.g., weather, environmental, toxics, etc.).	☐
k	Assemble information on alternative strategies.	☐
l	Provide periodic predictions on incident potential.	☐
m	Keep IMT apprised of any significant changes in incident status.	☐
n	Compile and display incident status information.	☐
o	Oversee preparation and implementation of the Incident Demobilisation Plan.	☐
p	Incorporate plans (e.g., Traffic, Medical, Communications, and Site Safety) into the IAP.	☐
q	Develop other incident supporting plans (e.g., salvage, transition, security).	☐
r	Maintain Unit Log.	☐

3.2.2.6 Situation Leader

Situation Unit Leader		
Role: The Situation Unit Leader is responsible for collecting, processing and organising incident information relating to the growth, mitigation or intelligence activities taking place on the incident. The Situation Unit Leader may prepare future projections of incident growth, maps and intelligence information.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities	☐
b	Begin collection and analysis of incident data as soon as possible.	☐
c	Prepare periodic predictions or as requested by the Planning Section Chief.	☐
d	Prepare the Incident SITREP Form (Annex 6) this is a collation of IMT Activities and reports from the On-Site Co-ordinator.	☐
e	Provide photographic services and maps if required.	☐
f	Conduct situation briefings at meetings and briefings as required by the Planning Section Chief.	☐
g	Develop and maintain master chart(s)/map(s) of the incident.	☐
h	Maintain chart/map of incident in the common area of the IMT to view. (see Section on Area of Responsibility and Annex 6).	☐
i	Maintain Unit Log.	☐

3.2.3 Resource Unit Leader

Resource Unit Leader		
Role: The Resource Unit Leader is responsible for maintaining the status of all assigned tactical resources and personnel at an incident. This is achieved by overseeing the check-in of all tactical resources and personnel, maintaining a status-keeping system indicating current location and status of all these resources.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities	☐
b	Establish the check-in function at incident locations.	☐
c	Organisation Chart.	☐
d	Maintain and post the status and location of all tactical resources.	☐
e	Maintain master roster of all tactical resources checked in at the incident	☐
f	Attend meetings and briefings as required by the Planning Section Chief.	☐
g	Maintain Unit Log	☐

3.2.3.1 Documentation Unit Leader

Documentation Unit Leader		
Role: The Documentation Unit Leader is responsible for the maintenance of accurate, up-to-date incident files. Examples of incident documentation include: Incident Action Plan(s), incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis. Some of the documents may originate in other sections. The Document Unit Leader shall ensure each section is maintaining and providing appropriate documents. The Document Unit Leader will provide duplication and copying services for all other sections. The Documentation Unit will store incident files for legal, analytical, and historical purposes. The DOCL may have a Deputy DOCL who must be ready to take over that position at any time.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Set up work area; begin organisation of incident files.	☐
c	Establish duplication service; respond to requests.	☐
d	File all official forms and reports.	☐
e	Review records for accuracy and completeness; inform appropriate units of errors or omissions.	☐
f	Provide incident documentation as requested.	☐
g	Organise files for submitting final incident documentation package.	☐
h	Maintain Unit Log.	☐

3.2.3.2 Logistics Section Chief

Logistics Section Chief		
The Logistics Section Chief (LSC), a member of the General Staff, is responsible for providing facilities, services, and material in support of the incident. The Logistics Section Chief participates in the development and implementation of the Incident Action Plan and activates and supervises the Branches and Units within the Logistics Section. The LSC may have a Deputy LSC who must be ready to take over that position at any time.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Plan the organisation of the Logistics Section.	☐
c	Assign work locations and preliminary work tasks to Section personnel.	☐
d	Assemble and brief Logistics Branch Directors and Unit Leaders.	☐
e	Determine and supply immediate incident resource and facility needs.	☐
f	In conjunction with Command, develop and advise all Sections of the IMT resource approval and requesting process.	☐
g	Review proposed tactics for upcoming operational period for ability to provide resources and logistical support.	☐
h	Identify long-term service and support requirements for planned and expected operations.	☐
i	Advise IMT and Section Chiefs on resource availability to support incident needs.	☐
j	Provide input to and review the Communications Plan, Medical Plan and Traffic Plan.	☐
k	Identify resource needs for incident contingencies.	☐
l	Coordinate and process requests for additional resources.	☐
m	Track resource effectiveness and make necessary adjustments.	☐
n	Advise on current service and support capabilities.	☐
o	Request and/or set up expanded ordering processes as appropriate to support incident.	☐
p	Develop recommended list of Section resources to be demobbed and initiate recommendation for release when appropriate.	☐
q	Receive and implement applicable portions of the incident Demobilisation Plan.	☐
r	Ensure the general welfare and safety of Logistics Section personnel.	☐
s	Maintain Unit Log.	☐

3.2.4 Finance/Administration

Finance/Administration Section Chief		
The Finance Section Chief (FSC) is responsible for all financial, administrative and cost analysis aspects of the incident and for supervising members of the Finance/Admin Section. The FSC may have a Deputy FSC who must be ready to take over that position at any time.		
Task		✓
a	Review Planning Cycle and Common and General Responsibilities.	☐
b	Participate in incident planning meetings and briefings as required.	☐
c	Review operational plans and provide alternatives where financially appropriate. Review the information in Chapters 11, 16, and 17.	☐
d	Manage all financial aspects of an incident.	☐
e	Provide financial and cost analysis information as requested.	☐
f	Gather pertinent information from briefings with responsible agencies.	☐
g	Meet with Assisting and Cooperating Agency Representatives, as needed.	☐
h	Maintain daily contact with agency(s) administrative headquarters on Finance/Admin matters.	☐
i	Maintain daily contact with agency(s) administrative headquarters on Finance/Admin matters.	☐
j	Ensure that all personnel time records are accurately completed according to policy.	☐
k	Provide financial input to demobilisation planning.	☐
l	Ensure that all obligation documents initiated at the incident are properly prepared and completed.	☐
m	Brief agency administrative personnel on all incident-related financial issues needing attention or follow-up prior to leaving incident.	☐
n	Develop recommended list of Section resources to be demobbed and initial recommendation for release when appropriate.	☐
o	Receive and implement applicable portions of the incident Demobilisation Plan.	☐
p	Maintain Unit Log.	☐

3.2.5 Operational Planning Cycle Meeting Agendas

Command Objectives Meeting	
Facilitator	Planning Section Chief (PSC)
Attendees	Incident Commander, Section Chiefs, Situation unit Lead (STIL) and Documentation Unit Lead (DOCL)
Agenda	**1)** PSC Brings meeting to order, conducts roll call, covers ground riles and reviews agenda. **2)** Review and/or update key decisions. **3)** Develop or review/update response priorities, limitations and constraints. **4)** Develop or review incident objectives. **5)** Develop or review/update key procedures which may include: a) Managing Sensitive information; b) Information flow; c) Resource ordering; d) Cost sharing and cost accounting; and, e) Operational security issues. **6)** Develop or review/update tasks for Local Co-ordination Staff to accomplish. **7)** Review, document and/or resolve status of any open actions. **8)** Agree on division of IMT workload. **9)** Prepare for the command and General Staff Meeting.
Command and General Staff Meeting	
Facilitator	Planning Section Chief (PSC)
Attendees	Incident Commander, Section Chiefs, Situation unit Lead (STIL) and Documentation Unit Lead (DOCL)
Agenda	**1)** PSC Brings meeting to order, conducts roll call, covers ground rules and reviews agenda. **2)** SITL conducts situation status briefing. **3)** Incident Commander: a) Provides comments; b) Reviews key decisions, priorities, constraints and limitations (if new or changed); c) Discusses incident objectives; d) Reviews key procedures (if new or changed); and, e) Assigns or reviews functional tasks/open actions. **4)** PSC facilitates open discussion to clarify priorities, objectives, assignments, issues, concerns and actions/tasks (each IMT Section Chief will be called upon for any questions, concerns or issues). **5)** Incident Commander provides closing comments.

Tactics Meeting	
Facilitator	Planning Section Chief (PSC)
Attendees	Operations Section Chief (OSC), Logistics Section Chief (LSC), Resource Unit Leader (RESL), Situation Unit Lead (SITL), Safety Officer (SOF), Document Unit Lead (DOCL), Technical Specialist (THSP) (as needed), Finance Section Chief (FSC) (optional)
Agenda	**1)** PSC Brings meeting to order, conducts roll call, covers ground rules and reviews agenda. **2)** SITL reviews the current & projected incident situation. **3)** PSC reviews incident operational objectives and ensures accountability for each. **4)** OSC reviews response strategies . **5)** OSC reviews and/or completes an operational planning worksheet which addresses: • Work assignments (who's doing what, where); • Resource commitments; • Contingencies; and, • Needed support i.e., staging areas, fire service, Tier 2 specialist. **6)** OSC reviews and/or completes Operations Section organisation chart. **7)** SOF reviews and/or completes a Safety Analysis Worksheet and identifies and resolves any critical safety issues. **8)** LSC discusses and resolves any logistics issues. **9)** PSC validates connectivity of tactics and operational objectives.
Planning Meeting	
Facilitator	Planning Section Chief (PSC)
Attendees	Incident Commander, Section Chiefs, Situation Unit Lead (SITL), Document Unit Lead (DOCL), Safety Officer (SOF), Technical Specialist (THSP) (as needed), Community Liaison Officer, Liaison Personnel.
Agenda	**1)** PSC Brings meeting to order, conducts roll call, covers ground riles and reviews agenda. **2)** Incident Commander provides opening remakes. **3)** SITL provides briefing on current situation re-sources at risk, weather forecast and incident projections. **4)** PSC reviews Incident Commanders Incident priorities, decisions and objectives. **5)** OSC provides briefing on current operations, an overview of the proposed plan including strategy, tactics/work assignments, resource commitments, contingencies, Operations Section organisation structure and support facilities, i.e. Staging Areas. **6)** PSC reviews proposed plan to ensure Local-Co-ordination Group priorities and operation objectives are/will be met. **7)** PSC reviews and validates responsibility for any open actions/tasks and management objectives.

	8) PSC reviews and validates responsibility for any open action/tasks and management objectives. **9)** PSC conducts "round robin" of Section Chiefs to solicit their final input and commitment to the proposed plan: a) Logistics Section Chief covers transport, communications and supply updates; b) Finance Section Chief covers fiscal issues; c) Safety Officer covers safety issues; d) Community Liaison Officer covers public affairs and public information issues; and, e) Liaison Personnel covers interagency issues (Ports Response).
Operations Briefing	
Facilitator	Planning Section Chief (PSC)
Attendees	Incident Commander, Section Chiefs, Situation Unit Lead (SITL), Document Unit Lead (DOCL), Safety Officer (SOF), Technical Specialist (THSP) (as needed), Community Liaison Officer, Liaison Personnel
Agenda	**1)** Planning Section Chief opens briefing, covers ground rules, agenda and takes roll call of command and general staff and operations personnel required to attend. **2)** Planning Section Chief goes over general con-tents of the plan, reviews Incident Commanders objectives and makes any required changes to the Incident Action Plan (i.e Pen and ink changes). **3)** Incident Commander provides remarks. **4)** Situation Unit Lead conducts situation briefing along with predictions (what is happening what might happen). **5)** Operations Section Chief discusses current response actions and accomplishments. **6)** Operations Section Chief Briefs Operations Section personnel. **7)** Logistic Section Chief covers transportation, communications and supply updates. **8)** Financial Section Chief covers fiscal issues. **9)** Safety Officer covers safety issues, **10)** Community Liaison Officer covers public affairs and public information issues. **11)** Liaison covers interagency issues. **12)** Planning Section Chief solicits final comments and adjourns briefing.

3.3 The Framework for Major Emergency Management

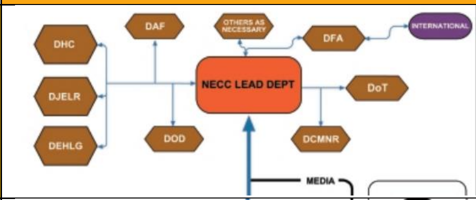
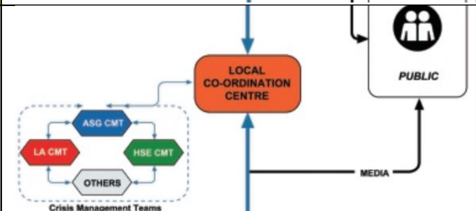
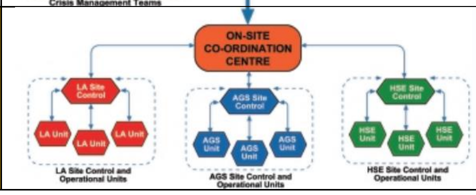
The Framework for Major Emergency Management sets out common arrangements and structures for front-line public-sector emergency management in Ireland. The key objective of the Framework is to set out the arrangements and facilities for effective co-ordination of the individual response efforts of the Principal Response Agencies (Garda Síochána, the Health Service Executive and Local Authorities) to major emergencies, so that the combined result is greater than the organisation.

Depending on the severity of the pollution incident at Rosslare Europort there may be a requirement to interface with the methodologies and command structure detailed in The Framework for Major Emergency Management. Table 3.2 below shows how the Rosslare IMS structure will interface with the structure implemented by principal response agencies through The Framework for Major Emergency Management.

Upon the activation of the Local Co-ordination Centre, Rosslare Europort IMT will appoint a Liaison Officer to mobilise to the Co-ordination Centre to become a direct communication link. If a Principal Response Agency is mobilised to Rosslare Europort the IMT will make available space within the Emergency Response Centre for the agencies Controller of Operations to facilitate an integrated response effort.

Throughout the response to a pollution incident within Rosslare Europort's area of jurisdiction and the shoreline it owns Rosslare Europort will be the lead response agency (unless the IRCG declare a Tier 3 incident). If the pollution incident has potential to cause severe harm to the public or national security the Fire Service, Local authority or Garda Síochána maybe appointed the lead agency of the response with support from Rosslare Europort.

Table 3.2 The Framework for Major Emergency Management structure interfacing with Rosslare Euroports IMS Structure

	Management of Major Emergencies Structure	Rosslare Europort IMS
Central Government (Strategic)		Iarnród Éireann Irish Rail CMT
Local Co-ordination (Tactical)		Incident Commander (On Duty Harbour Master) Operations Section Chief | Planning Section | Logistics Section | Finance Section
On Site Coordination (Operational)		On Scene Commander (Technical Supervisor) Response Team

4 Risk Assessment

This Chapter identifies the risk of oil and HNS spill events occurring at Rosslare Europort. The scenarios and hazards identified throughout this risk assessment are presented in a Risk Assessment Matrix (RAM) (Chapter 4.5) based on the likelihood of occurrence and consequences on identified environmental and socio-economic receptors.

This risk assessment represents a qualitative and semi-quantitative assessment of the risk of a spill originating from the operational activities at Rosslare Europort. The risk assessment has drawn upon:

- Historic Oil and HNS spills (Chapter 4.2);
- Operational activities at the port (Chapter 4.2);
- The environmental and socio-economic receptors at risk (Chapter 4.4);
- Mitigation measures in place to reduce the likelihood of a spill occurring;
- Response options available to reduce the consequential impact of a spill; and,
- Scenarios resulting in the release of oil and HNS (Chapter 4.6).

This risk assessment has been prepared following the guidance provided in the Ireland Framework for Major Emergency Management, the IMO Manual on Oil Spill Risk Evaluation and Assessment of Response Preparedness, and the Irish Coast Guard (SOP 05-2019, Content and Implementation of an Oil/HNS Spill Contingency Plan). A comprehensive overview of the risk assessment process can be found in Chapter 4.1.

The purpose of this risk assessment is threefold:

1. Identify a conservative range of incident scenarios that may result in a release of hydrocarbons and/or other HNS into the marine environment;
2. Provide an evaluation of potential risk (likelihood x consequence) of such incidents occurring; and,
3. Underpin the basis for developing this pollution response plan.

Rosslare Europort will ensure to reduce the residual risk of a spill event through ensuring the implementation of industry best practice preventative measures and having in place a comprehensive and capable response mechanism. The potential spill scenarios that have been identified during this risk assessment provide a conservative framework to ensure Rosslare Europort are prepared for the most credible and worst-case release scenarios as identified in this plan.

4.1 Risk Assessment Process

1	**Plan the Risk Assessment** • Review of the planned daily operational activities at Rosslare Europort, hydrocarbon and HNS inventories, and oil spill response resources (T1 – T2). • Desktop study of the area to identify potential environmental and socio-economic receptors at risk following an oil and HNS spill event (Chapter 4.4); and • Determine an appropriate risk tolerance criterion.
2	**Hazard and Spill Scenario Identification** • Review of past and current risk assessments for operations of similar size and operational activities. • Review of historic oil spill data (regional, national, and international) (Chapter 4.2). • Identification of potential sources of oil/HNS spills and location of spills based on operational profile and historic spill data (Chapters 4.2 and 4.3). • Investigation of possible causes for spill incidents to occur; and, • Calculation of worst case and most probably volume of oil to be released if identified scenario were to occur.
3	**Analyse Likelihood and Consequence** • Review of spill data to determine the likelihood of occurrence based on the likelihood descriptions (Table 4.1); • Identification of major release pathways. • Identification of transport and fate of spilt oil, or HNS, by utilising local knowledge and undertaking the wind and current oil spill trajectory vector calculation to provide trajectory. • Identification of environmental and socio-economic receptors which are likely to be impacted for each oil spill scenario; and, • Assessment of the adverse effects on environmental and socio-economic receptors by determining the degree of consequence for each resource category shown in Table 4.2 and then ascertain the overall consequence.

4	**Analyse preventive measures and oil spill response strategies**
	• Review of the preventive measures in place to minimise the likelihood of each scenario occurring;
	    ◦ Technology;
	    ◦ Competence training;
	    ◦ Procedural documentation; and,
	    ◦ Response plans and resources.
	• Determination of response strategies for each scenario (T1 – T3); and,
	• Determination the residual likelihood and consequence, considering the preventative measures and the reduction in consequence due to the implementation of effective response strategies (T1 – T3).

5	**Tiered Response Approach** Assessment of a Tier level for each scenario based on pollutant type, spill volume, proximity to environmental and socio-economic receptors and available response resources.

6	**Characterise the Risk** • Overall Risk = Likelihood x Consequence. • Plot the RAM (Chapter 4.5) using the residual likelihood and consequence values. The RAM highlights the scenarios which are deemed low, medium, or high risk; and, • Determine if any additional risk reduction measures are required to ensure identified scenarios are within the acceptable and tolerable risk criteria and are As Low as Reasonably Practicable (ALARP).

Table 4.1 - Definition of Likelihood Categories

Likelihood	Description
A - Remote	Never heard of in the industry
B - Extremely unlikely	Rarely occurred in the industry
C - Very unlikely	Happened several times per year in industry
D - Unlikely	Happened at location
E - Likely	Happened several times per year in location

Table 4.2 - Definition of Consequence Categories

Resource Category		Consequence Level Description				
		Low (0)	**Minor (1)**	**Moderate (5)**	**High (20)**	**Extreme (50)**
Environment	**Shoreline**	Negligible sensitivity or no shoreline oiling.	Low sensitivity (ESI 1 – 2) or an area of minor shoreline oiling.	Moderate sensitivity (ESI 3 – 5) or an area of moderate shoreline oiling.	High sensitivity (ESI 6 -8) or an area of high shoreline oiling.	Extremely high sensitivity (ESI 9 – 10) or an area of extreme shoreline oiling.
	Flora and Fauna	None or very few vulnerable species.	Minor short -term impacts or minor impact to non-vulnerable species.	Vulnerable species are generally of local value only or moderate impact to non-vulnerable species.	Limited but medium-term effects or high impact to non-vulnerable species.	Vulnerable species are of local and regional importance or extreme impact to non-vulnerable species.
	Protected Sites	No protected sites present.	Scenic or wildlife management reserve or minor oiling impact to statutory designated areas.	Scenic/nature reserve wildlife refuge or moderate oiling impact to statutory designated area.	Marine park, marine reserve, wildlife/marine mammal sanctuary or high oiling impact to statutory designated areas.	International protected sites (RAMSAR) or extreme oiling impact to statutory designated areas.
Human	**Economic**	No resources or activities of economic significance.	Low economic significance for the region and nation.	Some economic significance of the region none nationally.	High regional economic significance some national significance.	High national economic significance.
	Cultural	No cultural importance.	Some importance for local community, low regional significance.	Important to local and regional community but low national significance.	Important to local regional community, some national significance.	High national cultural significance.
	Social, amenity and recreation	No community significance.	Low community significance for region and nation.	Some community significance for the region, none nationally.	High regional community significance, some national significance.	High national community significance.
Sum of combined scores			**Consequence Rating**			
0			1: Low			
1 – 3			2: Minor			
4 -18			3: Moderate			
19 – 79			4: High			
80 +			5: Extreme			

4.2 Historic Sources of Spills

4.2.1 International

ITOPF maintains a database of oil spill incidents that have occurred around the world with the most up to date data found on the ITOPF website.

In summary, the data, which starts in 1970, shows a significant decline in the number of large (>700 tonnes) and medium sized (7 -700 tonnes) oil spill incidents, with large international oil spill events occurring on an average of 2 per year. The large oil spills account for 5% of all ITOPF recorded oil spill incidents, the cause and circumstances of the incidents being grounding, allision and collision, fire and explosion, and hull failure, with vessels grounding causing the highest percentage of recorded oil spills over 700 tonnes.

Of the large incidents that have been recorded since 1970, 50% of the incidents occurred at open sea with the other half occurring in restricted waters (Ports, Harbours, and inland waters). Allisions, collisions and groundings accounted for 99% of the incidents when a vessel was underway in restricted waters. ITOPF data shows that fire and explosions accounted for a high percentage of large oils spills that occurred during loading and discharging operations.

Small (<7 tonnes) and medium spills account for 95% of the overall ITOPF recorded incidents. The causes of small to medium spills are not reported as constituently as larger spills; however, of the recorded incidents where the causes and circumstances are known, the most significant operation resulting in an oil spill is loading and discharging (significantly more than large spills).

4.2.2 National

The IRCG is the national competent authority for the direction of counter pollution activities and record all significant incidents within Irish waters requiring their involvement. Table 4.3 details a brief description and causation of all the incidents that have resulted in shoreline oiling and required support and assistance from local authorities.

Table 4.3 - Historic Record of Significant Oil Spills in Ireland's Exclusive Economic Zone (EEZ)

Incident	Vessel Type	Cause/Operation	Outcome
Afran Zodiac (1975)	Super Oil Tanker	Collided with tug in oil terminal	500t
Betelguese (1979)	121,432 DWT Oil Tanker	Explosion during cargo transfer	40,000t
Salavat Yulaev (1995)	Russian Navy Vessel	Grounded during sailing	30t
Irish Refining (1997)	Pipeline failure	Cargo Transfer	Crude Oil Release
Elsinor (2001)	Stern Trawler	Grounded during sailing	Small volumes of marine gas oil < 2t
Celestial Dawn (2002)	Stern Trawler	Grounded during sailing	Small volumes of marine gas oil < 2t tonne
Dunmore East Incident (2005)	Fishing Vessel	Tank rupture/Bilge release	Small volumes of marine gas oil < 2t
Admiral Kuznetzov (2009)	Russian Navy aircraft carrier	Unknown	300t of HFO.

4.2.3 Regional

Documented regional oil spill data is captured within Wexford County Council's OSCP. The historic data shows that most reported oil/HNS incidents are a result of light fuel oil bunkering within Tier 1 categorisation.

Notably, there was a loss of domestic heating oil at the Emo Oil Terminal, New Ross, August 2005. A small volume of oil which was not contained on land migrated into the River Barrow. The response option deployed was mechanically enhanced weathering through vessel prop washing. Even though this response option was deemed successful a small volume of the oil impacted reed beds located on the east riverbank. The oil retained in the reed bed was left to weather naturally.

In 1996 weathered crude oil tar balls were deposited on the Wexford south east shoreline following the M.V Sea Empress oil spill. The Sea Empress, an oil tanker, grounded at the entrance to Milford Haven Waterway, South West Wales, resulting in the loss of 72,000 tons of crude oil. Several weeks after the incident weathered crude oil deposits impacted Wexford's Shoreline. Wexford County Council responded to the incident, deploying personnel to manually recover the tar balls.

4.2.4 Operational

Rosslare Europort has a robust and compressive process for documenting and recording spill incidents, resulting in the availability of a suite of data within their internal 'Marine Incident Pollution Report' document. From the contents of this document, historic spills from operations within Rosslare Europort's jurisdiction have been captured within Table 4.4.

Table 4.4 - Historic Spills from Operations at Rosslare Europort

Date	Vessel	Cause/Operation	Outcome
18-Jul-15	STENA EUROPE	Unknown	Oil slick observed within the vicinity of fishing boats at Berth 4. Dispersed by enhanced mechanical weathering.
28-Dec-12	CELTIC HORIZON	Washing down exhaust carbon residue on deckheads	Oil slick observed at Berth 4 spreading from Berth 2. Monitored and dispersed via wave action.
19-Jul-11	STENA EUROPE	Lowering port stern door	50L of AWS 32 hydraulic oil spilt underneath the linkspan. Dispersed by enhanced mechanical weathering.
19-Mar-10	ISLE OF INISHMORE	Fish boxes lost from the quayside	2 plastic fish boxes floating in the vicinity of Berth 1, TRM recovered.
05-May-07	STENA EUROPE	Small leak Coming from centre stern door	Unknown
16-Jun-05	STENA LYNX 3	Oily water reception tank was filled beyond capacity and spilled onto quay	Sheen visible, monitored and dispersed via wave action. Email to master requesting revised Written procedures, and imposing limits of 85% of tank capacity
27-Jan-04	EUROPEAN DIPLOMAT	Bunkering failure	Estimated spillage of 20L of oily water at Berth 2 linkspan, slick observed about 20m long x 3m wide drifting quickly onto rock revetment and dissipating with onshore Wind wave action.

For the most relevant data and information regarding historic spills at Rosslare Europort, refer to the internal 'Marine Incident Pollution Report' document.

4.2.5 HNS

There are very few accurate historic records relating to HNS spills in the marine environment, this is partially due to the relative international inaction in both response and legislation in comparison to those of oil spills[2]. Nonetheless, semi-comprehensive records such as the CIIMAR database are beginning to be collated and published amongst the scientific and spill response community.

The CIIMAR database has collected information on the fate and weathering of 119 global HNS spills to date. The spill incidents logged within their database occurred from 1947 to 2011 and involved 187 different spilled substances. Of the incidents reported, 96.7% occurred from 1970 onwards. 75 of the analysed incidents (63%) occurred in European waters and 45 in other regions (37%). Most occurrences involved substances transported in bulk (60%), while 40% corresponded to packaged goods. 21% of the incidents resulted in mixtures of compounds due to the spillage of more than one chemical.

Details of the incident occurring in Irish wasters can be displayed in Table 4.5.

Table 4.5 - Historic Record of HNS Spills in Ireland as Captured by CIIMAR.

Incident	Product	HNS Type	State	Amount Spilled
BG Dublin (2010)	Sodium Bromate	Packaged	Solid	11.5T
Kowloon Bridge (1986)	Iron Ore	Bulk	Solid	160,000T

4.3 Port Operations and Storage

Rosslare Europort is one of the largest and busiest ports in Ireland, predominantly handling RoRo cargo and passenger/freight vessels. The import and export of vehicles is the key activity at Rosslare Europort with an excess of 25,000 trade vehicles passing through the Port per annum.

Rosslare Europort has four cargo berths and a fishing vessel berth, housing two tier linkspans and adjustable ramps. Passenger ferries operate to and from Pembroke (Wales), Bilbao (Spain) and Cherbourg (France). A freight only service also operates from Rosslare to Dunkirk (France).

Rosslare Europort can provide and accommodate quayside facilities for all types of vessels and cargo. The Port is equipped to provide mooring, forklift, and tugmaster services along with bunker barge, and road tanker bunkering (available on request through a private contractor). The port can also facilitate underwater services (provided by local contractors following approval from Harbour Master). There are no permanent onsite bunker storage facilities.

Nonetheless, Rosslare Europort provides temporary storage and can provide up to 300 trailer spaces, 2000 trade vehicle spaces and offer alternative storage for bulk cargos on the Fisherman's Quay. The transportation and import of bulk cargo have been a growing area of activity in the port since 2015.

[2] Cunha, I., Moreira, S., & Santos, M. M. (2015). Review on hazardous and noxious substances (HNS) involved in marine spill incidents—An online database. Journal of hazardous materials, 285, 509-516.

4.4 Environmental and Socioeconomic Sensitivities

A desktop survey of the operational, jurisdictional and surrounding areas of Rosslare Europort has been undertaken to identify any potential environmental and socio-economic sensitivities at risk in the event of a spill event.

Whilst the immediate area was a key focus during the identification of these sensitivities, it was equally important that significant environmental and socioeconomic sensitivities outside of Rosslare Europort's area of jurisdiction were also identified. This is because any significant spill stemming from their operational activities has the potential to migrate and impact other nearby, regional receptors.

The surrounding area of the Irish Sea, primarily Long Bank, Carnsore Point, and Blackwater Bank are closely located to the key shipping routes used by the Port and as such have been studied closely.

The findings of this survey can be displayed in Table 4.6, Figure 4.1, Table 4.7 and Figure 4.2 respectively and should be taken into consideration when responding to a spill event originating from Rosslare Europort.

Table 4.6 - Environmental Sensitivities

Sensitivity Classification	Specific Receptors
Wexford Harbour and Slobs	
• **SAC** • **SPA** • **Waterbird Survey Count Area** • **Saltmarsh**	- Little Grebe (Tachybaptus ruficollis); - Great Crested Grebe (Podiceps cristatus); - Cormorant (Phalacrocorax carbo); - Grey Heron (Ardea cinerea); - Bewick's Swan (Cygnus columbianus bewickii); - Whooper Swan (Cygnus cygnus); - Light-bellied Brent Goose (Branta bernicla hrota); - Shelduck (Tadorna tadorna); - Wigeon (Anas penelope); - Teal (Anas crecca); - Mallard (Anas platyrhynchos); - Pintail (Anas acuta); - Scaup (Aythya marila); - Goldeneye (Bucephala clangula); - Red-breasted Merganser (Mergus serrator); - Hen Harrier (Circus cyaneus); - Coot (Fulica atra); - Oystercatcher (Haematopus ostralegus); - Golden Plover (Pluvialis apricaria); - Grey Plover (Pluvialis squatarola); - Lapwing (Vanellus vanellus);

Sensitivity Classification	Specific Receptors
	- Knot (Calidris canutus); - Sanderling (Calidris alba); - Dunlin (Calidris alpina); - Black-tailed Godwit (Limosa limosa); - Bar-tailed Godwit (Limosa lapponica); - Curlew (Numenius arquata); - Redshank (Tringa totanus); - Black-headed Gull (Chroicocephalus ridibundus); - Lesser Black-backed Gull (Larus fuscus); - Little Tern (Sterna albifrons); - Greenland White-fronted Goose (Anser albifrons flavirostris); and - Wetland and Waterbirds.
Long Bank	
• **SAC**	- Sandbanks which are slightly covered by sea water all the time.
Carnsore Point	
• **SAC**	- Mudflats and sandflats not covered by seawater at low tide.
Blackwater Bank	
• **SAC** • **SPA**	- Sandbanks
Raven Wood Nature Reserve & Wexford Wildfowl Reserve	
• **SPA** • **Protected Habitats** • **Nature Reserve** • **RAMSAR Site**	- Internationally important for birds (35% of the world's population of Greenland and White-fronted Geese spend winter in this area); - Sand Dunes; and - Coastal Lagoons.
Lady's Island Lake and Tacumshin Lake Areas	
• **SPA** • **Protected Habitats** • **Natural Heritage Area**	- Perennial vegetation of stony banks; - Tidal mudflats; - Coastal Lagoons; - Embryonic shifting dunes; - Marram dunes (white dunes); and - Fixed dunes (grey dunes).
Saltee Islands	

Sensitivity Classification	Specific Receptors
• **SAC** • **SPA** • **Protected Habitats** • **Proposed Natural Heritage Area**	- National Park and Wildlife Reserve; - Mudflats and sandflats not covered by seawater at low tide; - Large shallow inlets and bays; - Reefs; - Vegetated sea cliffs of the Atlantic and Baltic coasts; - Submerged or partially submerged sea caves; and - Halichoerus grypus (Grey Seal).
Slaney River Valley	
• **SAC** • **SPA** • **Protected Habitats** • **Proposed Natural Heritage Area**	- Protected Habitats; - Estuary; - Tidal Mudflats; - Large shallow inlets and bays; - Saltmarsh (Castlebridge); - Mediterranean salt meadows; - Atlantic salt meadows; and - Atlantic/Mediterranean Saltmarsh (50/50).

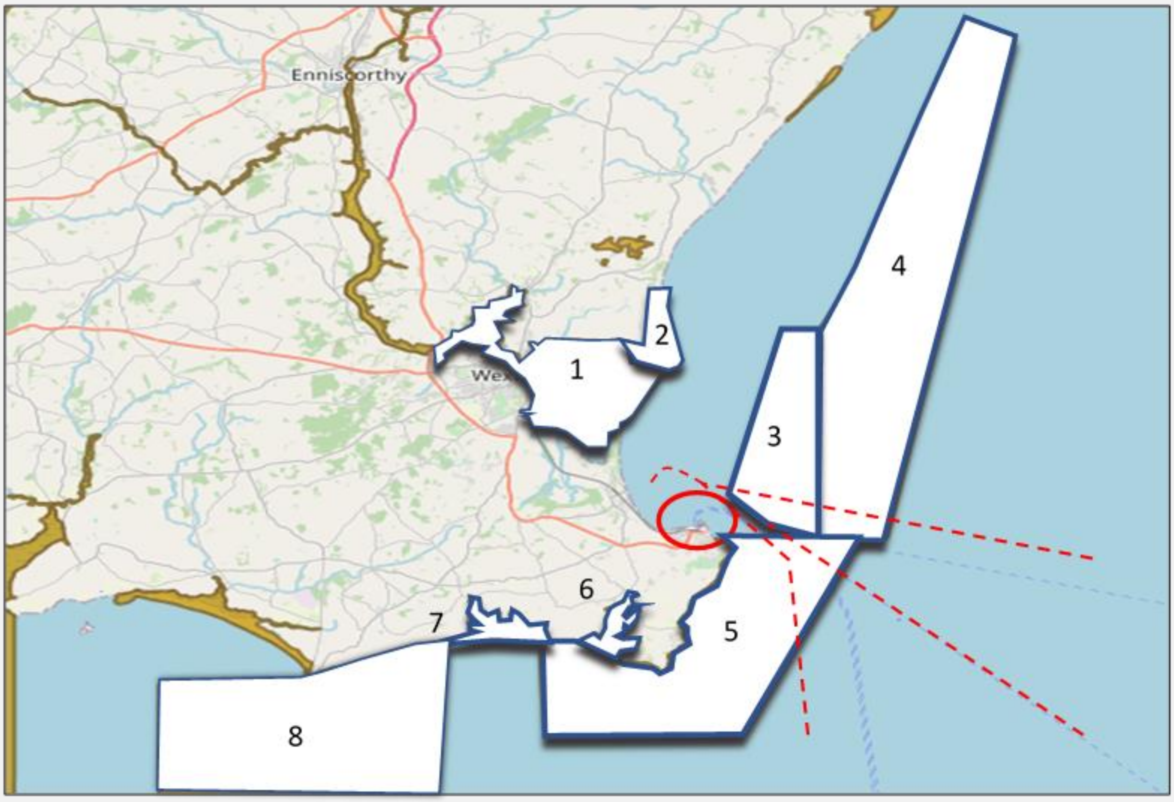
Location of Environmental Sensitivities			
			
Key:			
1	Wexford Harbour and Slobs	**5**	Carnsore Point
2	Raven Point Nature Reserve	**6**	Lady's Island Lake
3	Long Bank	**7**	Tacumshin Lake
4	Blackwater Bank	**8**	Saltee Islands

Figure 4.1 - Location of Environmental Sensitivities

Table 4.7 - Socioeconomic Sensitivities

Socioeconomic Sensitivities
Bathing Waters and Beaches
Rosslare Strand (considered to have high recreational value) and surrounding beaches are used as bathing waters and public beaches seasonally. Meaning that any spill affecting the shoreline is likely to have an impact on people visiting the beaches and utilising the bathing waters as the quality of the water (or perception thereof) is likely to be adversely affected.
Birdwatching
The area facilitates birdwatching as a leisure activity due to the heavy volume of nesting birds both seasonally and year-round. Any spill in the area is likely to affect the bird populations, and thus will have an adverse impact on birdwatching activities in the area.
Fishing
Rosslare and the surrounding areas support both recreational and commercial fishing activities. With several aquaculture sites, scallop areas, mussel seed beds, and whelk areas in close vicinity which are commercially significant in the fishing trade. A medium to large spill is likely to affect fish populations and could result in the waters around the spill becoming restricted for all fishing activities.

Tourism
Rosslare is a tourist hotspot within County Wexford due to its Blue flag beach, excellent water sport amenities, and a reputation for hospitality. The Port is also the Island's second largest passenger port, meaning that tourism routes are likely to be adversely affected following a spill.
Commercial
A Tier 2 or Tier 3 incident will almost certainly have an adverse on the commercial activities undertaken at Rosslare Europort Port, primarily the RoRo activities are likely to come to a halt due to the closure of waters and the reduction in vessel traffic.

Location of Socioeconomic Sensitivities

Key:

	Tourist Hotspot		Fishery
	Recreational Sailing	-----	Shipping Route
	Birdwatching		

Figure 4.2 - Location of Socioeconomic Sensitivities

4.5 Risk Assessment Matrix (RAM)

This section of the plan provides an overview of the outcomes from the qualitative and semi-quantitative risk assessment that was undertaken.

A comprehensive HAZID Register was developed as part of risk assessment process. This HAZID register captures the identified scenarios which could lead to spill release. These scenarios had been identified from the assessment of the Port's operational activity, historic spill data, and prevention measures in place. The HAZID also identified third party scenarios which could result in the oiling of Rosslare Europort assets. Further consideration was made to the prevention measures and response strategies Rosslare Europort have in place to ascertain the residual risk for each scenario. The HAZID Register can be seen in its entirety in Chapter 4.6.

The scenarios in the HAZID register were given an identification number and added to a Risk Assessment Matrix (RAM) based on their residual likelihood of occurrence and potential consequences to environmental and socio-economic receptors. As can be seen in Table 4.8 , based on Rosslare Europort's risk tolerance criteria, all the identified hazards are ALARP.

Table 4.8 - Risk Assessment Matrix

Consequence		**Likelihood**				
Severity Rating		**A**	**B**	**C**	**D**	**E**
Environmental and Socioeconomic		Remote	Extremely Unlikely	Very Unlikely	Unlikely	Likely
1	Low			**20**	**5, 6 & 22**	**9 & 23**
2	Minor		**14 & 17**	**4, 21 & 26**	**3**	
3	Moderate		**12, 13, 15, 16, 18, 19, 24 & 25**	**7 & 8**		
4	High	**2**	**11**	**10**		
5	Extreme	**1**				

= Acceptable = Tolerable = Intolerable

4.6 HAZID Register

	Scenario					Initial				Residual		
No.	**Source (and location if available)**	**Event**	**Oil/Product Type**	**Spill Volume**	**Impact**	**Likelihood**	**Consequence**	**Prevention Measures**	**Response Strategies**	**Likelihood**	**Consequence**	**Tier**
1	RoRo Vessel (Approach to Port / Berth 1, 2, 3 or 4)	Catastrophic collision, allision or grounding of Cargo or Passenger vessel on approach to, or during berthing at the port resulting in the total loss of bunker fuel onboard the vessel.	HFO	1233.8m³ (Worst-case based on the complete loss of inventory onboard the largest visiting vessel, Stena Estrid)	Extremely heavy coastal, atmospheric and sea surface impact. Resultantly spreading over a large area and jeopardising numerous sensitivities. National media interest and largescale salvage operations.	A	5	- OSCP; - SOPEP; - Vessel Design (Double Skinned Tanks); - Pilotage; - Competent masters; - VTS; - Scheduled Timetable; - Berthing procedures; - Port speed limit; - VHF Radio; - Floating and rubber fenders; - Inhouse operative response training; and - 1 ship movement policy;	- Containment, monitoring and evaluation aided by small harbour vessel; - Protection booming via on-site equipment stockpile; - Tier 2 Response Contractor stockpile; and - National stockpile.	A	5	3
2	RoRo Vessel (Approach to Port / Berth 1, 2, 3 or 4)	Collision, allision or grounding of Cargo or Passenger vessel on approach to, or during berthing at the port resulting in damage to a fuel tank.	HFO	231.1 m³ (Based of the largest fuel tank onboard the Stena Estrid)	Heavy coastal, atmospheric and sea surface impact. Resultantly spreading over a large area and jeopardising numerous sensitivities. National media interest and largescale salvage operations.	B	5	- OSCP; - SOPEP; - Vessel Design (Double Skinned Tanks); - Pilotage; - Competent masters; - VTS; - Scheduled Timetable; - Berthing procedures; - Port speed limit; - VHF Radio; - Floating and rubber fenders; - Inhouse operative response training; and - 1 ship movement policy;	- Containment, monitoring and evaluation aided by small harbour vessel; - Protection booming via on-site equipment stockpile; - Tier 2 Response Contractor stockpile; and - National stockpile.	A	4	3
3	RoRo Vessel (Berth 1, 2, 3 or 4)	Operational spill during maintenance whilst berthed.	Varied (Hydraulic or Lube Oils)	Dependent on vessel specification.	Localised spill, potentially effecting the sea surface at the Berth and Quayside infrastructure.	D	3	- OSCP; - SOPEP; - Maintenance schedule; - SOPs - Technical and maintenance supervisors; - Restrictions on maintenance activities determined by berthing; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; and - Use of absorbents within on-site equipment stockpile.	D	2	1

	Scenario					Initial				Residual		
No.	Source (and location if available)	Event	Oil/Product Type	Spill Volume	Impact	Likelihood	Consequence	Prevention Measures	Response Strategies	Likelihood	Consequence	Tier
4	RoRo Vessel (Berth 1, 2, 3 or 4)	Operational spill from waste transfer ashore whilst berthed.	Varied	Dependent on vessel specification.	Considerate coastal, atmospheric, sea surface and subsurface impact at the Beth and Quayside area. Potential for migration out of the Port dependant on volume.	D	2	- OSCP; - SOPEP; - Maintenance schedule; - SOPs - Technical and maintenance supervisors; - Restrictions on maintenance activities determined by berthing; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; and - Tier 2 Response Contractor stockpile.	C	2	1/2
5	RoRo Vessel (Berth 1, 2, 3 or 4)	Operational spill during lowering of stern door.	Hydraulic Oil	50L (Historic Incident)	Localised spill, potentially effecting the sea surface at the Berth and Quayside infrastructure.	D	2	- OSCP; - SOPEP; - Maintenance schedule; - SOPs - Technical and maintenance supervisors; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; and - Use of absorbents within on-site equipment stockpile.	D	1	1
6	RoRo Vessel (Berth 1, 2, 3 or 4)	Overfilling of oily water reception tank	Oily Water	Dependant on vessel specification	Localised spill, potentially effecting the sea surface at the Berth and Quayside infrastructure.	D	2	- OSCP; - SOPEP; - Maintenance schedule; - SOPs - Technical and maintenance supervisors; - Tank filling limits (85-90%); and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; - Use of absorbents within on-site equipment stockpile; and - Mechanically enhanced weathering / propwashing.	D	1	1
7	Fishing Vessel/Small Boat (Approach to Port / Fisherman's Quay or Small Boat Harbour)	Catastrophic collision, allision or grounding of vessel on approach or berthing at the port resulting in the total loss of bunker fuel onboard the vessel.	Gasoil	Dependent on vessel specification.	Heavy coastal, atmospheric and sea surface impact. Resultantly spreading over a large area. Regional media interest and salvage operations.	C	4	- OSCP; - Vessel's fenders; - Competent masters; - Pilotage; - Port speed limit; - VHF Radio; - Inhouse operative response training; and - 1 ship movement policy.	- Containment, monitoring and evaluation aided by small harbour vessel; - Use of on-site equipment stockpile; - Tier 2 Response Contractor stockpile; and - National stockpile.	C	3	2/3
8	Fishing Vessel/Small Boat (Approach to Port / Fisherman's Quay or Small Boat Harbour)	Collision, allision or grounding of vessel on approach or berthing at the port resulting in damage to a fuel tank.	Gasoil	Dependent on vessel specification.	Moderate coastal, atmospheric and sea surface impact. Resultantly spreading over a considerable area. Regional media interest and salvage operations.	D	3	- OSCP; - Vessel's fenders; - Competent masters; - Pilotage; - Port speed limit; - VHF Radio; - Inhouse operative response training; and - 1 ship movement policy.	- Containment, monitoring and evaluation aided by small harbour vessel; - Use of on-site equipment stockpile; - Tier 2 Response Contractor stockpile; and - National stockpile.	C	3	2/3

No.	Scenario: Source (and location if available)	Scenario: Event	Scenario: Oil/Product Type	Scenario: Spill Volume	Scenario: Impact	Initial: Likelihood	Initial: Consequence	Prevention Measures	Response Strategies	Residual: Likelihood	Residual: Consequence	Tier
9	Fishing Vessel/Small Boat (Fisherman's Quay or Small Boat Harbour)	Operational spill during maintenance whilst berthed.	Varied (Hydraulic or Lube Oils)	Dependent on vessel specification.	Localised spill, potentially effecting the sea surface at the Berth and Quayside infrastructure.	E	2	- OSCP; - Maintenance schedule; - SOPs - Technical and maintenance supervisors; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; and - Use of absorbents within on-site equipment stockpile.	E	1	1
10	Bunker Barge (Berth 1, 2, 3 or 4)	Coupling failure or rupturing of supply hose during bunkering of berthed RoRo vessel.	HFO	22.5m³ (Worst-case full barge inventory)	Considerate coastal, atmospheric and sea surface impact. Potential for migration out of the Port dependant on volume. Regional media interest.	D	4	- OSCP; - Bunkering procedures; - Communication procedures; - Hose maintenance; - Certification and pressure testing of equipment; - Shut-off valves; - SOPs; and - Inhouse operative response training.	- Strategically placed Yokohama fenders; - Bunkering barge response equipment; - Containment, monitoring and evaluation aided by small harbour vessel; and - Tier 2 Response Contractor stockpile.	C	4	2
11	Bunker Barge (Berth 1, 2, 3 or 4)	Catastrophic collision, allision or grounding of Bunker Barge on approach to servicing vessel.	HFO	22.5m³ (Worst-case full barge inventory)	Heavy coastal, atmospheric and sea surface impact. Resultantly spreading over a large area. Regional media interest and salvage operations.	B	4	- OSCP; - Yokohama fenders; - Competent masters; - Pilotage; - Port speed limit; - VHF Radio; - Inhouse operative response training; and - 1 ship movement policy.	- Bunkering barge response equipment; - Containment, monitoring and evaluation aided by small harbour vessel; - Tier 2 Response Contractor stockpile; and - National stockpile.	B	4	2/3
12	Road Tanker (Beth 1, 2, 3 or 4)	Bunkering failure of supply hose during bunkering of berthed RoRo vessel.	HFO	Dependent on tanker capacity.	Considerate coastal, quayside, atmospheric and sea surface impact. Potential for migration out of the Port dependant on volume. Regional media interest.	C	3	- OSCP; - Bunkering procedures; - Communication procedures; - Hose maintenance; - Certification and pressure testing of equipment; - Shut-off valves; - SOPs; and - Inhouse operative response training.	- Bunkering barge response equipment; - Containment, monitoring and evaluation aided by small harbour vessel; and - Tier 2 Response Contractor stockpile.	B	3	2
13	Road Tanker (Fisherman's Quay)	Bunkering failure of supply hose during bunkering of berthed Fishing/Small vessel.	Gasoil	Dependent on tanker capacity.	Considerate coastal, quayside, atmospheric and sea surface impact. Potential for migration out of the Port dependant on volume. Regional media interest.	C	3	- OSCP; - Bunkering procedures; - Communication procedures; - Hose maintenance; - Certification and pressure testing of equipment; - Shut-off valves; - SOPs; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; - Use of absorbents within on-site equipment stockpile; and - Tier 2 Response Contractor stockpile.	B	3	1/2

	Scenario					Initial				Residual		
No.	**Source (and location if available)**	**Event**	**Oil/Product Type**	**Spill Volume**	**Impact**	**Likelihood**	**Consequence**	**Prevention Measures**	**Response Strategies**	**Likelihood**	**Consequence**	**Tier**
14	Road Tanker (Tugmaster refuelling tank)	Failure of supply hose during refuelling of the tugmaster refuelling tank.	Diesel	Dependent on tanker capacity.	Considerate quayside and atmospheric impact. Potential for migration out of the Port dependant on volume. Regional media interest.	C	3	- OSCP - Refuelling procedures; - Communication procedures; - Hose maintenance; - ADR Regulations; - Shut-off valves; - SOPs; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Tier 2 Response Contractor stockpile.	B	2	1/2
15	Road Tanker (Quayside)	Tank rupture following collision or puncturing on the quayside.	HFO	Dependent on tanker capacity.	Considerate quayside, atmospheric and potential sea surface impact. Potential for migration out of the Port dependant on volume. Regional media interest and requirement for salvage of the tanker.	C	4	- OSCP; - Quayside speed limit; - ADR Regulations; - Designated service routes; - Hazard lights; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Tier 2 Response Contractor stockpile.	B	3	2
16	Road Tanker (Quayside)	Fuel tank rupture following collision or puncturing on the quayside.	Gasoil	Dependent on tanker fuel tank capacity.	Considerate quayside, atmospheric and potential sea surface impact. Regional media interest and requirement for salvage of the tanker.	C	3	- OSCP; - Quayside speed limit; - ADR Regulations; - Designated service routes; - Hazard lights; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Tier 2 Response Contractor stockpile.	B	3	2
17	Tugmaster, Forklift or Tractor (Quayside)	Fuel tank rupture following collision or puncturing on the quayside.	Diesel	Dependent on fuel tank capacity.	Localised spill, with quayside and atmospheric impact, effecting quayside infrastructure and potentially migrating into the watercourse.	C	2	- OSCP; - Quayside speed limit; - Trained personnel; - Banksman; - Designated service routes; - Hazard lights; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Strategic absorbent bins.	B	2	1
18	Tugmaster Refuelling Tank	Fuel tank rupture or leak following collision or structural failure.	Diesel	22.5m³ (Worst-case full tank volume)	Heavy quayside and atmospheric impact. Potential for migration out of the Port dependant on volume. Regional media interest.	B	4	- OSCP; - Maintenance schedule; - Bunded tank; - Quayside speed limit; - Designated service routes; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; - Strategic absorbent bins; and - Tier 2 Response Contractor stockpile.	B	3	2
19	Tugmaster Refuelling Tank	Failure of supply hose during refuelling of a tugmaster from the refuelling tank.	Diesel	22.5m³ (Worst-case full tank volume)	Heavy quayside and atmospheric impact. Potential for migration out of the Port dependant on volume. Regional media interest.	C	4	- OSCP; - Refuelling procedures; - Communication procedures; - Hose maintenance; - Shut-off valves; - SOPs; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; - Strategic absorbent bins; and - Tier 2 Response Contractor stockpile.	B	3	2

	Scenario					Initial				Residual		
No.	Source (and location if available)	Event	Oil/Product Type	Spill Volume	Impact	Likelihood	Consequence	Prevention Measures	Response Strategies	Likelihood	Consequence	Tier
20	Forklift (Quayside)	Operational spillage during use or maintenance.	Hydraulic Oil	Dependent on forklift specification.	Localised spill, potentially effecting quayside infrastructure.	D	2	- OSCP; - Maintenance schedule; - Trained personnel; - Banksman present; - Load restrictions; - Technical and maintenance supervisors; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Strategic absorbent bins.	C	1	1
21	Linkspan (Berth 1,2 & 3)	Operational spillage during use or maintenance.	Hydraulic Oil	Worst-case based on full linkspan inventory LS1 ($8m^3$) LS2 ($3.8m^3$) LS3 ($4.7m^3$)	Localised spill, potentially effecting quayside infrastructure and migrating into the watercourse.	D	3	- OSCP; - Maintenance schedule; - Trained operatives; - Technical and maintenance supervisors; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Strategic absorbent bins.	C	2	1
22	Vehicle (Berth 1,2,3 or 4)	Vehicle spillage onboard a RoRo vessel (i.e. puncturing tank whilst disembarking).	Diesel/Petrol	Dependent on vehicle specification	Considerate quayside, atmospheric and sea surface impact. Potential for migration out of the Port dependant on volume. Regional media interest and requirement for recovery of the vehicle.	D	2	- OSCP; - Quayside speed limit; - Tugmasters; - Ship Deck/Loading Plan; - Vessel design; - Loading and unloading procedures; and - Inhouse operative response training.	- Use of SOPEP stockpile; - Use of absorbents within on-site equipment stockpile; and - Strategic absorbent bins.	D	1	1
23	Vehicle (Storage compound)	Vehicle spillage whilst in storage (i.e. collision or mechanical failure).	Diesel/Petrol	Dependent on vehicle specification	Localised spill, with quayside and atmospheric impact, effecting quayside infrastructure and potentially migrating into the watercourse.	E	2	- OSCP; - Security measures; - Secure compound; - CCTV; - Quayside speed limit; - Designated service routes; - Hazard lights; and - Inhouse operative response training.	- Use of absorbents within on-site equipment stockpile; and - Strategic absorbent bins.	E	1	1
24	Vehicle (Approach to Port / Berth 1, 2, 3 or 4)	Loss of vehicle overboard during unloading or maneuverer throughout the port.	Diesel/Petrol	Dependent on vehicle specification	Considerate quayside, atmospheric, sea surface and subsea impact. Potential for migration out of the Port dependant on volume. Regional media interest and requirement for salvage of the vehicle.	B	3	- OSCP; - Ship Deck/Loading Plan; - Maintenance of Vessel; - Passage Plans; - Barriered ramps; - Weather monitoring systems; - Tugmasters; - Inhouse operative response training; - Quayside speed limit; - Designated service routes; and - Hazard lights.	- Containment, monitoring and evaluation aided by small harbour vessel; - Use of on-site equipment stockpile; - Tier 2 Response Contractor stockpile; and - National stockpile.	B	3	2/3

	Scenario					Initial				Residual		
No.	**Source (and location if available)**	**Event**	**Oil/Product Type**	**Spill Volume**	**Impact**	**Likelihood**	**Consequence**	**Prevention Measures**	**Response Strategies**	**Likelihood**	**Consequence**	**Tier**
25	Bulk Cargo / Hazardous Goods (Approach to Port / Berth 1, 2, 3, 4 or Fisherman's Quay)	Loss of bulk cargo overboard during transit or unloading of a vessel.	Dependant on cargo inventory	Dependant on cargo inventory	Considerate quayside, atmospheric, sea surface and subsea impact. Potential for migration out of the Port dependant on product and volume. Regional media interest and requirement for salvage of the cargo.	B	4	- OSCP; - SOPEP; - Tugmasters; - Ramp barriers; - Ship Deck/Loading Plan; - Cargo Manifest; and - Inhouse operative response training.	- Containment, monitoring and evaluation aided by small harbour vessel; - Tier 2 Response Contractor stockpile; and - National stockpile.	B	3	2/3
26	Bulk Cargo (Fisherman's Quayside)	Operational disturbance to the bulk storage (i.e. handling or forklift failure).	Dependant on cargo inventory	Dependant on cargo inventory	Considerate quayside and atmospheric impact. Potential for migration into the water dependant on the product and volume. Regional media interest and requirement for salvage/securing of the products.	C	3	- OSCP; - Tugmasters; - Storage plans; - Security measures; and - Inhouse operative response training.	- Use of on-site equipment stockpile; and - Tier 2 Response Contractor stockpile.	C	2	1/2

5 Training and Exercising Regime

It is essential that all members of the Rosslare Europort spill response team, whether as a responder or part of the IMT, are thoroughly familiar with this plan, its associated incident management processes (Chapter 3) and the deployment of the detailed response strategies (Chapter 7).

It is vital that all members of the spill response team have the necessary skills to fulfil their respective role. These skills can be developed and maintained through the implementation of a training and exercise programme, as detailed under regulation[3]. Through the establishment of a comprehensive training and exercising regime, Rosslare Europort are committed to fulfilling their legal and moral obligation of achieving a high level of Oil and HNS spill response preparedness.

This Chapter has been prepared in accordance with IRCG SOP 05-2020 "Content and implementation of an oil-HNS spill contingency plan" and can be further supplemented by the SOP.

5.1 Training

A pollution response training programme is fundamental in building understanding, competency and capability of personnel.

As per the NCP, the IRCG has adopted the International Maritime Organisation (IMO) levels of model OPRC and HNS courses; these form the basis of the national courses organised by IRCG and are at the core of Rosslare Europort's maritime spill response training regime. In addition to the IMO suite of spill response training, ICS training is also undertaken to ensure personnel's knowledge in the ICS procedure and to gain an understanding of specific roles and the corresponding responsibilities.

Under IRCG guidance, the extent of training in terms of the numbers of trained Rosslare Europort personnel is commensurate with the capacity to respond to the risk scenarios identified within the risk assessment (Chapter 4). Table 5.1 details the training requirements for Rosslare Europort personnel identified to undertake a role in responding to a pollution event. Relevant specific employee training and certification details can be found in Annex 2 – Certifications of Employees.

Table 5.1 - Rosslare Europort Training Matrix

Course	Suggested	Trained
OPRC OSR Operations Staff (IMO 1 Equivalent)	12	3
OPRC OSR Supervisors and On-Scene Commanders (IMO 2 Equivalent)	8	2
OPRC OSR Senior Management Personnel (IMO 3 Equivalent)	6	4
IMO HNS Operational Level (First Responders, Supervisor and On-Scene Commanders),	20	0
IMO HNS Manger Level (Administrators and Senior Managers)	6	0
ICS 100 - An Introduction to the Incident Command System	40	0
ICS 200 - Applying the Incident Command System	40	0
ICS 300 - Incident Command System	14	0

[3] See Section 8(2)(b) and (c) of the Sea Pollution (Amendment) Act 1999

5.2 Exercises

The following section provides guidance on the contents and frequency of Rosslare Europort's exercising regime which has been constructed to evaluate the effectiveness of this OSCP and ensure the development of competency and capability of personnel who will be involved in the response to a marine pollution incident. The specifications and frequency of Rosslare Europort's exercise programme is captured within Table 5.2.

Table 5.2 - Rosslare Europort's Exercise Programme

Exercise Type	Overview	Frequency
Communication / Notification	Used to test; the alert and call-out procedures for response teams, communication systems, availability of personnel, and the transmission of information. This is generally an announced exercise and will confirm the relevance and validity of contact information within the plan.	Every 6 Months
Mobilisation and Deployment	Used to test the actual mobilisation times of individuals and contracted resources. Ideally mobilisation should be tested without warning, although the requirement for an unannounced callout will need to be balanced against the practical difficulties of doing so. Whilst this important aspect of the response may be exercised in isolation, it may be beneficial to incorporate this within the scope of another framework exercise within the wider Rosslare Europort training plan. This also provides the opportunity for the response contractor and response teams to deploy pollution response resources.	Annually
Table-Top	Whilst the degree of complexity can be decided upon by the exercise coordinator, a table-top exercise can be used to test incident management knowledge and capability. It incorporates both individual and team training, enabling familiarisation between, personnel, the various roles and responsibilities and the identification of resources. A table-top exercise can also explore the interaction between the different parties involved, particularly by testing the principles of the response strategies.	Annually
Live Play	These exercises provide experience for personnel responding under local conditions and spill scenarios. All participants should respond to the given scenario as though it were a real incident. This exercise, if possible, should be combined with an equipment mobilisation and deployment. The incident management structure should be incorporated within the exercise programme.	Annually
Multi-Agency	These exercises test the capability of multiple agencies to respond in a coordinated manner. They are usually an expansion of the live exercise. They should be used to formally assess the capability of Rosslare Europort and supporting organisations interlinking throughout the response to a pollution incident.	Every 3 Years

Additionally, all exercises within Table 5.2 should as a minimum set to establish and capture the following:

- Clear objectives;
- A record of participants and outcomes;
- Integration of plans e.g. with wider emergency planning or corporate plans;
- Interface with external organisations, where appropriate;
- An evaluation process; and
- Post-exercise actions, with responsible persons and timelines.

The IRCG maintains a National Register of Pollution Response Training and Exercises. Rosslare Europort is expected to report their annual training and exercise activities to the IRCG, for inclusion in the National Register.

A record of training and exercises undertaken by Rosslare Europort can be found in Annex 2 – Certifications of Employees.

6 Shoreline Clean-Up Assessment Technique (SCAT)

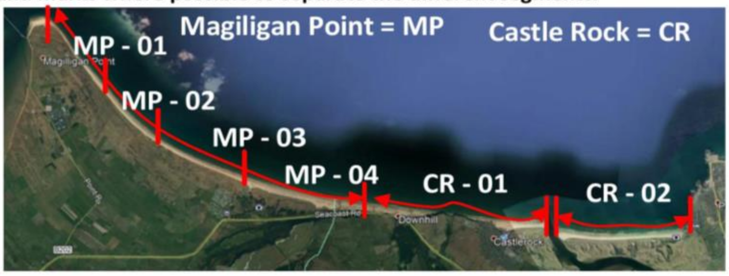
This chapter offers guidance to Rosslare Europort personnel on the stepped procedure behind conducting a Shoreline Clean-up Assessment Technique (SCAT) survey (Chapter 6.1) and the subsequent development of a shoreline treatment strategy, as appropriate (Chapter 6.2).

The SCAT is a systematic approach to determine the degree of shoreline contamination, identify environmental and socio-economic receptors, and classify shoreline characteristics. This information can then be used in the decision-making process by the IMT to identify the most appropriate shoreline clean-up techniques. SCAT surveys can be undertaken throughout the duration of a response to highlight progress and assist in determining when to terminate a response.

6.1 SCAT Survey Process

Prior to undertaking a SCAT survey, SCAT Teams must be identified. These generally consist of representatives of differing stakeholders with a knowledge of coastal geomorphology, coastal ecology, shoreline clean-up techniques and those who are familiar with the SCAT process. The initial SCAT teams may consist of representatives from Rosslare Europort, Wexford County Council, and an oil spill contractor to assist in recommending clean-up strategies to the IMT.

The process shown in Figure 6.1 should be consulted when planning and undertaking a SCAT Survey.

	Action	Objectives	✓
1	Reconnaissance	From overflight, maps, and Google Earth: • Obtain overall perspective on shoreline types, • Degree of contamination, • Identify logistical constraints, • Shoreline access for both shoreline assessment and clean-up teams.	
2	Segmenting the Shoreline	Divide the shoreline into operational working units, called segments, for recording and tracking survey data and making recovery technique recommendations. Most segments in contaminated areas would be in the range of 0.2 – 2.0 km in length. Segments can be further broken down into sub segments if oiling is conditions vary significantly within a segment. Use land marks where possible to separate the different segments.  	
3	Pre-planning Determine of Number SCAT Teams	Determine the number of SCAT teams required, this will be dependent on the scale of and predicted shoreline contamination. Ensure each team can cover the designated area in under a day and ensure adequate time remains to develop reports.	
4	Pre-planning Determine the Members of the SCAT Teams	Practical consideration limits an assessment team to two or three, and occasionally four or five participants. The ideal composition of a team combines. • An individual with oil spill experience and SCAT training who can identify and document oil on the shoreline; • An individual familiar with the coastal ecology of the affected area who can document the impacts of the oil and who can recommend priorities and clean-up end-points; and, • In areas where archaeological or cultural resources exist, a specialist, who can advise on precautions and constraints to protect those resources.	

	Action	Objectives	✓
5	Pre – Survey Planning Data Management	SCATs can generate a large volume of data, so be sensible and practical in designing field surveys. Standardise terms, definitions, and forms at the outset Ensure a procedure is in place for receiving, analysing, and storing reports, photographs and videos. A SCAT Coordinator can be assigned within the SRC	
6	Pre-survey Planning Brief SCAT Teams	SCAT teams should be adequately briefed before being deployed into the field. It may prove beneficial to do a shoreline walk over with all teams to ensure everyone is using the same terminology and standardisation.	
7	Shoreline Surveys	The ground shoreline surveys are to collect information on shoreline types, oiling conditions, the effects on ecological, human habitation and use of resources for each segment. This is achieved by completing the SCAT Form (Proforma Forms). Reach agreement on treatment recommendations and priorities for specific segments. Confirm that recommendations are effective and beneficial to the environment.	
8	Submitting Field Data	In almost all cases there will be need for a full time SCAT coordinator within the SRC who takes care of all data entry, manages data files (hard copy and electronic), and generates summary information for the SRC. It is the responsibility of the SCAT teams to submit complete, accurate data, to SCAT Coordinator before the end of the current operating period.	
9	Developing Spill Specific Clean-up Guidelines and Endpoints	Typically, the establishment of the clean-up end points and shoreline response technique is a joint decision by the SRC and regulatory bodies. The SCAT team can identify operational constraints, ecological sites, cultural resources and access considerations.	
10	Clean-up evaluation/ effectiveness monitoring	Deploy SCAT teams to monitor clean-up operations routinely to evaluate the progress of clean-up activities and assess the need for modifying clean-up methods or endpoints, this will also be completed by the on-scene beach commander who will complete a daily operational forms. Investigate reports of new oiling, changes in erosional/depositional processes that affecting oil behaviour, the response, and other issues. Conduct tests to evaluate treatment methods.	
11	Post-clean-up inspections	SCAT team comprising of community representatives, local government representatives, polluter, contractors and stakeholders will inspect segments that the operations section has declared that the end point has been met.	
12	Final sign off of clean-up activities	Approve the end point of all clean-up activities of each segment.	

Figure 6.1 - SCAT Planning Process

6.2 Shoreline Treatment Process

During an oil spill, if oil impacts, or is expected to impact a shoreline, then a response can be implemented in three distinct operations[4].

Shoreline Protection – Response options are deployed to protect the shoreline through booming to deflect oil from sensitive receptors or collect oil in a favourable location to prevent further spreading.

[4] Shoreline Response, Oil Spill Response Tool Kit, Oil and Gas UK, 2015

Shoreline Preparation – Undertaken in areas where oil is predicted to beach response options such as removal of uncontaminated shoreline debris, seaweed, flotsam, to above the highest stranding line and the erection of appropriate signage.

Shoreline Clean-up – Undertaken once oil is beached and entails deploying response options to remove oil from the shoreline to an agreed endpoint. The shoreline clean-up operation is generally undertaken in three stages.

> **Stage 1:** Removal of floating oil at the water's edge and thick concentrates on the shoreline
>
> **Stage 2:** Clean-up of moderate contamination, stranded oil and oiled beach materials.
>
> **Stage 3:** Clean-up of lightly contaminated shoreline and final polishing to achieve determined endpoint.

The overall process for planning and undertaking a shoreline treatment and SCAT programme, as stated in IRCG SOP 04 "Establishing a Shoreline Response Centre" is displayed in Figure 6.2. The approach, system, terminology and standardised assessment is uniform between all stakeholders and local authorities to ensure a combined response effort.

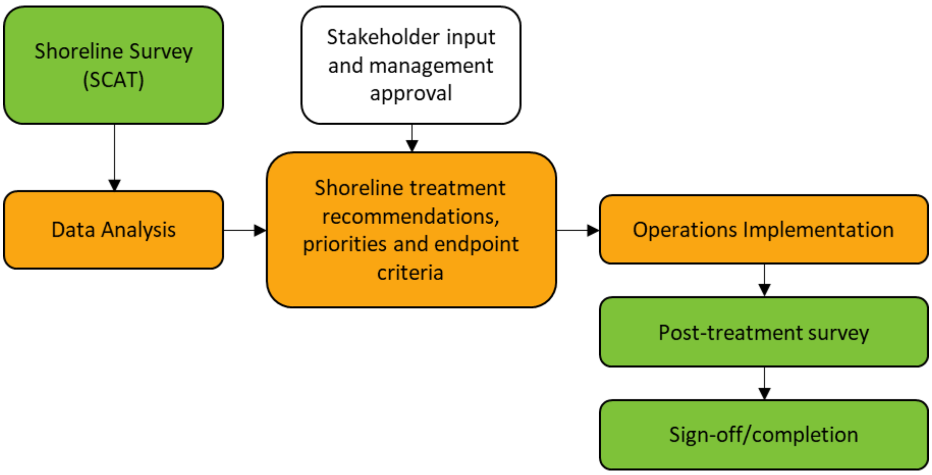


Figure 6.2 - Shoreline Treatment and SCAT Programme

Throughout the differing shoreline treatment operations and phases, various shoreline response options may be implemented. Please review Chapter 6.3 for guidance on determining the most appropriate response options/clean-up technique to deploy.

6.3 Summary of Shoreline Response Options

he shoreline response decision chart in Figure 6.3 should be utilised to determine the most appropriate response strategy. Detailed descriptions of each response technique and potential end point criteria's can be found thereafter.

Shoreline Response Technical Decision Chart

	Response Technique										
Types of Shoreline	Natural Recovery	Mechanical recovery using pumping and vacuum equipment	Debris Removal	High Volume Low Pressure cold water flushing	High Pressure Washing	Manual Clean-up	Surf Washing	Sorbents	Protection booming and deflection / collection booming	Bio-remediation	Trilling / Harrowing / Ploughing
Exposed Rocky Shores	Preferred	Possible	Avoid	Avoid	Possible	Possible	Possible	Possible	Possible	Possible	Avoid
Exposed Solid Man-Made	Preferred	Preferred	Preferred	Possible	Preferred	Preferred	Avoid	Possible	Preferred	Avoid	Avoid
Exposed Rocky Cliffs	Preferred	Possible	Avoid	Avoid	Possible	Possible	Possible	Possible	Possible	Possible	Avoid
Exposed Rocky Platforms	Preferred	Possible	Avoid	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Avoid
Fine-Medium Sand Beaches	Possible	Preferred	Preferred	Preferred	Avoid	Preferred	Possible	Possible	Preferred	Possible	Preferred
Scarps And Steep Slopes In Sand	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Avoid
Course Sand Beaches	Possible	Possible	Preferred	Possible	Avoid	Preferred	Preferred	Possible	Possible	Possible	Possible
Mixed Sand And Gravel	Possible	Possible	Preferred	Preferred	Avoid	Preferred	Preferred	Possible	Possible	Possible	Possible
Gravel Beaches	Possible	Possible	Preferred	Preferred	Avoid	Possible	Preferred	Possible	Possible	Possible	Possible
Riprap Structures And Gravel Beaches	Preferred	Possible	Possible	Preferred	Possible	Possible	Preferred	Possible	Possible	Possible	Avoid
Exposed Tidal Flats	Preferred	Avoid	Possible	Possible	Avoid	Possible	Avoid	Possible	Preferred	Possible	Possible
Sheltered Scarps And Rocky Shores	Preferred	Avoid	Possible	Avoid	Possible	Possible	Avoid	Possible	Possible	Possible	Avoid
Sheltered Solid Man-Made Structures	Possible	Preferred	Possible	Possible	Preferred	Possible	Avoid	Possible	Possible	Avoid	Avoid
Sheltered Riprap	Preferred	Possible	Possible	Possible	Preferred	Possible	Avoid	Possible	Possible	Possible	Avoid
Sheltered Rocky Rubble Shores	Preferred	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible
Sheltered Tidal Flats	Preferred	Possible	Avoid	Preferred	Avoid	Possible	Avoid	Possible	Preferred	Possible	Avoid
Vegetated Low Banks	Preferred	Avoid	Possible	Possible	Avoid	Possible	Avoid	Possible	Possible	Possible	Avoid
Salt And Brackish Water Marshes	Preferred	Avoid	Avoid	Preferred	Avoid	Possible	Avoid	Possible	Preferred	Possible	Avoid
Freshwater Marshes	Preferred	Avoid	Avoid	Preferred	Avoid	Possible	Avoid	Possible	Preferred	Possible	Avoid
Swamps	Preferred	Possible	Avoid	Preferred	Avoid	Possible	Avoid	Possible	Preferred	Possible	Avoid

Preferred   Possible   Avoid

Figure 6.3 - Shoreline Response Technical Decision Chart

Natural Recovery	
Overview	In time, most shorelines will clean oil naturally through interaction with the sea and microorganisms, via abrasion, flocculation, aggregation, oxidation and biodegradation.
Key Considerations	• Good for lightly oiled shores; • Most efficient and effective solution, especially during seasonal storms; • Not effective for oil trapped in anaerobic mud (ESI 8E and 9A); and, • Can be used as the final cleaning technique after other techniques have been deployed.
Necessary Resources	• None.
Advantages / Disadvantages	**Advantages** ✓ Reduces waste generated compared to substrate removal; ✓ High level of sediment cleanliness achieved; and, ✓ Low to no labour required (other than monitoring and sampling). **Disadvantages** x Impact to littoral ecosystem whilst oil degrades; and, x Seen to be doing nothing.
End-Point Criteria	• No visible oil, sheen, or greasy texture to sediment

Mechanical Recovery Using Pumping and Vacuum Equipment	
Overview	Mechanical recovery using pumping equipment can be undertaken where free floating oil has been contained. The free-floating pollutant can be pumped directly from the containment area to temporary storage tanks or into a road tanker/vacuum tanker.
Key Considerations	• The right pump is used for the pollutant; • There is adequate onsite primary waste storage for pollutant that is not directly recovered into a vacuum tanker; and, • Ensure vacuum tankers are licensed to transport hazardous waste.
Necessary Resources	• Certified vacuum tankers; • Skimmer attachments; and, • Primary waste storage equipment for liquid.
Advantages / Disadvantages	**Advantages** ✓ Removal of bulk pollutant; ✓ Low biological impact; ✓ If using vacuum truck can be non-labour intensive; and, ✓ Can efficiently and effectively treat cobbles and pebbles. **Disadvantages** x If not correctly undertaken a lot of water can be recovered therefore increasing the overall waste generated.
End-Point Criteria	• When no more pollutant can be recovered.

Debris Removal	
Overview	Utilises manual and mechanical recovery techniques to remove debris from the shoreline, or to above the highest stranding line before an oil spill impacts the shoreline.
Key Considerations	• Identify the current position and trend of the tidal cycle at each location and constantly review weather reports for the region, considering tidal variations, storm events, flood events, which may affect how high to displace debris above the current stranding line.

	• Consider tidal times to ensure the safety of responders and ensure access to shorelines. At high tides, response teams may become cut off from the access and egress points or have an insufficient area to operate within.
Necessary Resources	• Beach Master/Supervisor; • Labour; • Hand tools (rakes, pitch forks, shovels); and, • Mechanical Machinery (front loaders, backhoe excavators etc.).
Advantages /Disadvantages	**Advantages** ✓ Reduces the waste generated and a result of the oil spill incident; and, ✓ Makes for an easier clean-up operation. **Disadvantages** x Can remove organic matter from the littoral ecosystem. Organic matter can be a crucial source of nutrients to littoral ecosystems. Once shoreline operations have ceased it is advised to segregate flotsam and jetsam from the recovered organic matter and then redistribute the organic matter on the shoreline.
End-Point Criteria	• When debris is removed from the shoreline or above highest stranding line.

High Volume, Low-Pressure Cold-Water Flushing	
Overview	High volumes of water at low pressure is used to wash stranded, or buried, oil from sensitive shorelines.
Key Considerations	• Identify the tide times, as this technique is more successful on the ebb tide; • Salt water can damage equipment, so ensure regular maintenance of equipment • For flushing above the waterline, the released oil can be channelled into natural collection areas, or excavated pits for skimmer recovery; • Locating oil spill containment boom down gradient of the flushing in a U formation will form a catchment area and prevent the migration of oil; • Complete a SIMA before deploying this technique on sensitive shorelines.
Necessary Resources	• Beachmaster / supervisor; • Labour; • Hand tools (rakes, pitch forks, shovels) to assist agitation; • Oil Spill containment booms (Shore sealing and tube and skirt); • Waste bags for contaminated consumables; and • Pumping system and perforated hoses and lances.
Advantages / Disadvantages	**Advantages** ✓ Reduces waste generated compared to substrate removal; ✓ Removes oil from sensitive areas, such as salt marshes; and ✓ Minimal disruption to beach profile and ecosystem, due to natural attenuation. **Disadvantages** x Moderate to high labour intensity; x Operation is limited to the ebb tide; and, x Coating of oil may remain on substrate
End-Point Criteria	• When no more oil can be released from flushing. Additional clean-up techniques such as tilling, natural weathering, or surf washing maybe required to achieve desired end point.

High Pressure Washing	
Overview	Utilised on hard substrates and manmade surfaces and deployed when the natural cleaning rate is insufficient to satisfy end point objectives.
Key Considerations	• Recommended pressure is 50 -150 bars with flow rates of 10-20 litres/minute; • Hot water high pressure washing operating temperatures are generally between 70-95 ^{0}C, response personnel should wear appropriate PPE, for example oil skin coveralls and face masks; • If salt water is used, regular maintenance of the equipment will be required; • It can be beneficial to pump water into a temporary storage tank then into the compressor to ensure a continuous supply of water; • The jetting process can be slow and cause damage to surfaces and kill biota (to be taken into consideration when conducting a SIMA); • Tidal times required (often more successful on the ebb tide); • The jetting is a slow process (average rate of 1-3 m^2/hr); and, • Safe working platforms e.g. floating pontoons/cherry pickers may be required to access oil staining with lance.
Necessary Resources	• Beachmaster; • Labour; • Compressor; • Lances; • Safe working platforms (if necessary); • Temporary storage tanks (if used); • Transfer pump system (water source to temporary storage tank); • Sorbent material (preferably sorbent booms); and, • Waste bags for spent sorbent.
Advantages / Disadvantages	**Advantages** ✓ Removes oil staining and achieves aesthetically based objectives and end points. **Disadvantages** x Very aggressive clean-up technique; x Safety of response personnel; and, x Can have large impact on coastal ecosystem.
End-Point Criteria	• None to faint oil staining on surface.

Manual Clean-up	
Overview	Utilised on non-fluid stranded oil and oiled beach materials (sand and shingle) on shorelines accessible on foot.
Key Considerations	• Tide times, access points and operational hours; • When planning the response, the transportation of waste on the shoreline, especially in areas where vehicle access isn’t supported, should be considered; • Ensure there is adequate personnel to undertake the manual recovery response and regular rest breaks are undertaken; and, • An effective span of control should be implemented (7 – 10 labours to one Beachmaster or Supervisor).
Necessary Resources	• Beachmaster; • Labour; • Implements trowels, scrapers, rakes and shovels; • Heavy plant (loaders, dump trucks, backhoe tractors, tractor trailer, all-terrain vehicle with trailer); • Sorbent material (preferably absorbent booms); and, • Waste bags.

Advantages / Disadvantages	**Advantages** ✓ Removal of stranded oil from all types of shoreline as well as contaminated sediments from san and shingle shorelines; ✓ Highly selective, leading to a high oil content in oily waste with relatively small amounts of clean substrate, thereby minimising the amount of waste for transport and disposal; and, ✓ Low biological impact. **Disadvantages** x Requires a large workforce which needs to be well organised with a high level of supervision to maintain focus of work force; x Restricted by tides and beach access points; x Temporary disruption to beach use; and, x The coordination of large numbers of volunteers in this role calls for significant management effort.
End-Point Criteria	• When no more product can be manually recovered.

Surf Washing	
Overview	Surf washing is a natural process, which can be enhanced by using heavy plant to relocate contaminated substrate into the surf zone.
Key Considerations	• Tide times will affect access points and operational hours; • Salt water can be damaging to heavy plant, freshwater wash down required; • Undertake a SIMA to assess the risk of surrounding shorelines of remobilised oil; • Silver and iridescent sheen maybe visible on the surface of the water because of this technique which will dissipate naturally into the marine environment; and • The end point for amenity beaches will be different to non-amenity beaches.
Necessary Resources	• Beachmaster; • Labour; • Heavy plant (loaders, dump trucks, 360 excavators, backhoe tractors); • Sorbent material (preferably absorbent booms); and, • Waste bags for spent absorbents.
Advantages / Disadvantages	**Advantages** ✓ Reduces waste generated throughout a response; ✓ Relies on natural clean-up processes and cleans a high volume in a small time; ✓ Low Labour. **Disadvantages** x Restricted by tides and beach access points; x Temporary disruption to beach use and alteration of profile; x Potential to disrupt beach ecosystem especially in fauna; and, x Vehicle access and exposure to breaking waves is required.
End-Point Criteria	• When no more oil can be released from sand sediment.

Sorbent Use	
Overview	Sorbents can be used to collect oil from the shore, manmade structures or floating on the marine environment.
Key Considerations	• Correct use of sorbents; and, • Waste management of saturated absorbents.
Necessary Resources	• Spill Response Technician; • Temporary waste storage; and, • Absorbents.

Advantages / Disadvantages	**Advantages** ✓ Low labour requirement – sorbent materials need to be changed when saturated; ✓ Low biological impact; and, ✓ Can be used in conjunction with other clean up strategies (pumping, surf washing, flushing, protective booming). **Disadvantages** x Can leave an oil residue depending on location further treatment may be required; and, x Generates waste (spent/saturated absorbents)
End-Point Criteria	• No visible oil, sheen, is released.

Protection Booming and Deflection/Collection Booming	
Overview	To protect environmental and socio-economic sensitive receptors from the detrimental effects of an oil spill incident. Protection booming can be the last line of defence in preventing contamination of sensitive receptors.
Key Considerations	• When deploying the boom consideration should be taken regarding effect of current on the angle at which the boom should be deployed. • The technique is restricted to conditions of light breezes and slight seas (i.e wave heights between 0.5 and 1.25 metres high); • Calculations regarding the force of the water on the boom will have to be made to ensure enough anchors are deployed to hold the boom in place; • Response teams will require a suitable staging area at the deployment site to deliver equipment and safely deploy the boom; and, • A boat and a trained response team will be required to deploy boom;
Necessary Resources	• Beachmaster/Supervisor; • Response Technicians; • Containment boom and ancillaries (anchors, rope, buoys); and, • Boat to deploy boom.
Advantages / Disadvantages	**Advantages** ✓ Protects sensitive receptors; ✓ Contains floating oil in one location for recovery; ✓ Minimises the contamination of sediment and therefore reduces waste generated; and, ✓ Low biological impact **Disadvantages** x End point leaves surface residues on any contaminated sediment. Contaminated sediment will require further treatment; and, x Initially labour intensive.
End-Point Criteria	• No visible oil in containment area.

Bioremediation	
Overview	Microorganisms degrade oil by using it as food source and converting it into carbon dioxide and water. This process can be enhanced through biostimulation.
Key Considerations	• Best suited to lightly oiled shores; • Bioremediation may accelerate the process, but likely to have the same effects as active clean-up techniques; • Can be used as the final cleaning technique after other, more active techniques; and, • Bioremediation can be enhanced at offsite locations where the environment is controlled, and then the sediment can be replaced back to the shoreline.
Necessary Resources	• Nutrients; and, • Selected microorganisms (bioaugmentation).
Advantages / Disadvantages	**Advantages** ✓ Low environmental impact; and. ✓ Can enhance the natural process of biodegradation. **Disadvantages** x Slow removal process; and, x Not effective on heavily oiled shorelines
End-Point Criteria	• No visible oil, sheen, or greasy texture to sediment.

Tilling/Ploughing/Harrowing	
Overview	Tilling of sediment is to use agricultural equipment to plough, or harrow, lightly contaminated sediment.
Key Considerations	• Identify the tide times, as it may be impractical to undertake tilling on a high tide; • Can only be utilised on tidal shorelines; • Reworking the beach can have an acute impact on the littoral ecosystem; and, • Natural attenuation through wave action should return the beach to its natural beach profile.
Necessary Resources	• Beachmaster/Supervisor; • Tractor; and Agricultural equipment (plough).
Advantages / Disadvantages	**Advantages** ✓ Reduces the volume of waste generated compared to substrate removal; ✓ Low labour and Agriculture equipment required is readily accessible; and, ✓ High level of sediment cleanliness achieved. **Disadvantages** x Acute effects on littoral ecosystem.
End-Point Criteria	• No visible oil, sheen, or greasy texture to sediment.

7 Response Strategies and Guidance

Response objectives and specific priorities, including the development of an Incident Action Plan are detailed and described in the Operations Section.

This section of the plan should be used to develop response Strategies and Tactics using the available Oil Spill Response Resources to Rosslare Europort.

7.1 How Response Options are Considered and Prioritised

Following the event of an oil spill, different response options need to be weighed up against minimising environmental and socio-economic impacts (as identified in Chapter 4). Advantages and disadvantages of viable response options will be considered and compared against environmental and socio-economic impacts of leaving a spill in-situ to undergo natural weathering processes with the implementation of a monitoring and evaluation response.

Net Environmental Benefit Analysis (NEBA) can be used to compare different response options, prioritise sensitivities and identify the response strategy to be used following a spill. The NEBA process considers the variables of each spill, specifically considering the characteristics of the spill, feasibility of different response options whilst also considering the impacts of oil and clean-up options on environmental and socio-economic sensitivities. The NEBA process is streamlined if accompanied with a contingency plan and comprehensive risk assessment.

Formulation of a response strategy should be articulated using the following guidelines:

- **Goals** – The overall end goals of the response
- **Objectives** – Smaller sub goals which are incident specific.
- **Strategies** – The viable response strategies for the incident.
- **Tactics** – Means in which the strategies are achieved/undertaken.
- **Windows of opportunity** – Times in which response options are feasible i.e., tidal movements and oil characteristics, prevailing metocean conditions, and the weathering of oi (Chapter 7.5)

To formulate the incident goals and objectives which will ultimately pave the way for a decision on response strategies, the PEAR principles (Operations Section) should be at the forefront of the decision-making processes. Prioritising the principles as they appear i.e. People first, environment second, assets third and reputation last. Therefore, ensuring a safe response (Chapter 10) should always be of the highest priority.

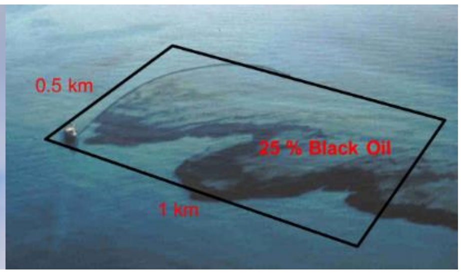
7.2 Response Options

When considering response options utilise the guides contained within Table 7.1 to assist in developing a suitable response strategy and corresponding tactics.

> **The use of dispersant is unlikely to be considered as a response option. However, in the event its use is approved by the IRCG, please see Chapter 9.**

Table 7.1 - Response Option Considerations

Response Options
Monitor and Evaluate
• The primary response option to all spill events. • It might be the only response tool deployed for non-persistent oils that are not threatening sensitive receptors. • This option may also be suitable for more persistent oils that don't threaten any sensitive shoreline or wildlife (if oil is migrating offshore this might be a viable response option). • Any decision to allow persistent oils to naturally weather once they have impacted on a shoreline will be made in consultation with the environmental and wildlife advisors and only after having had regard to the following matters: ***1. The safety of responders.*** ***2. The quantity and type of oil.*** ***3. The shoreline types.*** ***4. The ecological values of the shoreline.*** ***5. The recreational use of the area.*** ***6. The average wave energy.***
Goal: To determine the extent of the pollution incident and continually monitor the weathering of the oil and any deployed response strategies/options at Rosslare Europort.
Tactics: Tier 1: Visual assessment on the ground and within the Control Tower using CCTV, binoculars and BAOAC, and sampling equipment. Tier 2: Deterministic Modelling (ad hoc and not guaranteed), Satellite, UAV). Tier 3: Aerial assets provided by the IRCG (Helicopter, fixed wing aircraft, UAV, deterministic modelling, and satellite).
Window of Opportunity: Available throughout response.



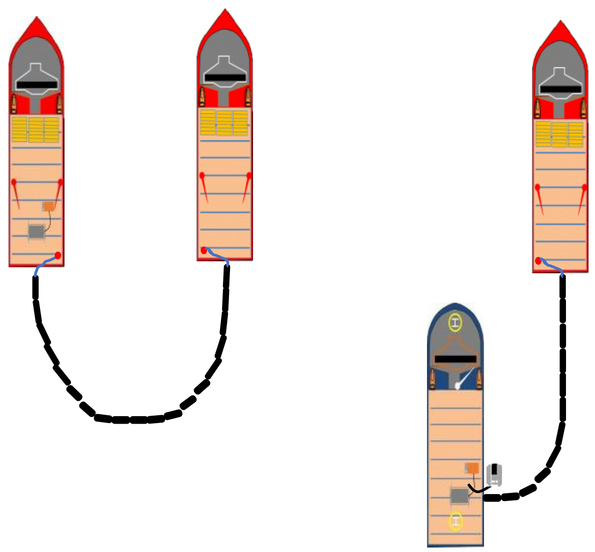
Containment and Recovery

- Utilises specialised booms and skimmers to recover floating oil on water. Often seen as the solution to a spill at sea due to the physical removal of oil from the marine environment.
- Primary at-sea response strategy.
- Rosslare Europort have access to specialist booms for containment and recovery of spread oil through their Tier 2 service provider in the event of a Tier 2 incident, in addition to this the national stockpile will be made available in the event of a Tier 3 incident.

Goal:
To contain and recover oil that has been released into the marine environment following a spill stemming from Rosslare Europort and protect/limit damage to the surrounding environmental and socio-economic sensitivities (Chapter 4.4).

Tactics:
Tier 1: Deployment of Sorbent booms to protect surrounding vessels/contain oil in an operationally advantageous area.
Tier 2: Deployment of specialist booms and skimmers supplied from the Tier 2 contractor.
Tier 3: National stockpile made available to Rosslare Europort through the Irish Coast Guard and deployed in affected areas.

Window of Opportunity:
Dependant on type of oil, weather conditions, wave conditions etc. For persistent oils i.e., heavy fuel oil or lubricants the window of opportunity will be much larger since these will take longer to undergo weathering processes. For non-persistent oils i.e., diesel, these will spread rapidly and undergo weathering processes which make both containment and recovery harder and creating a smaller window of opportunity.



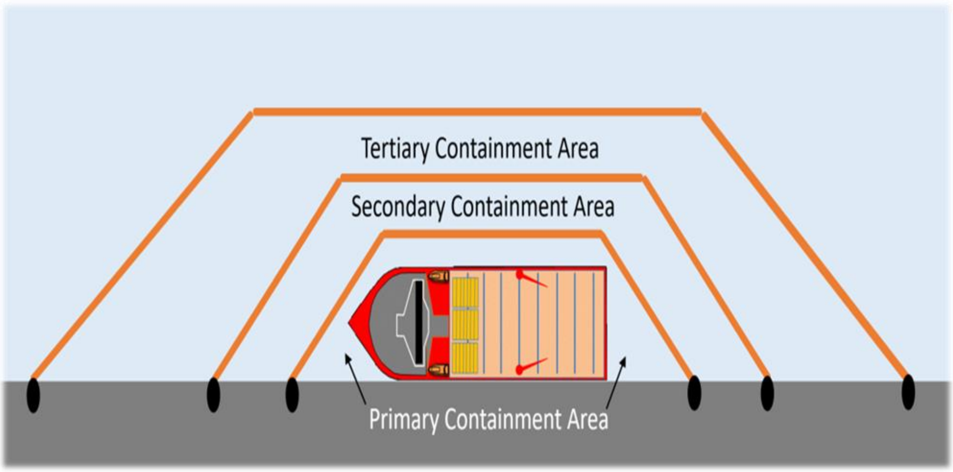
Containment and Recovery at Source

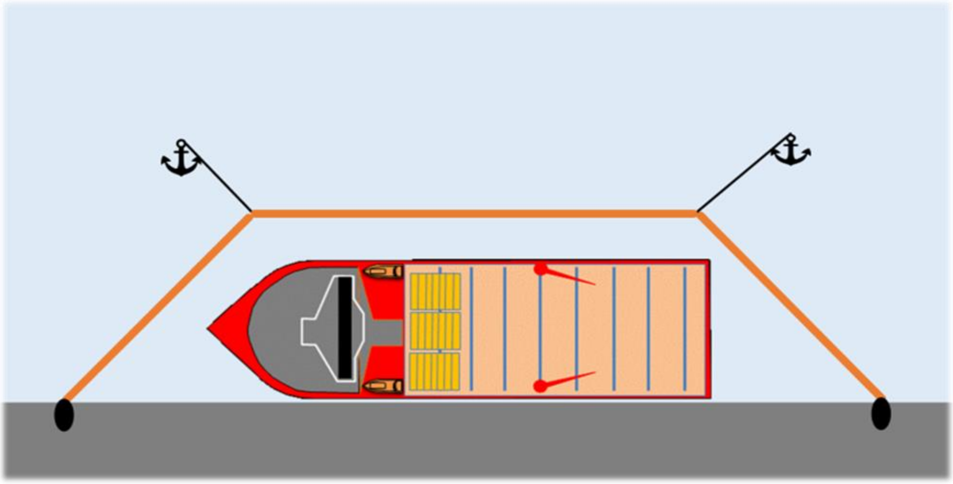
- Generally used for a vessel alongside a quay.
- Can rarely be appropriate to anchor booms to contain a spill from a vessel/source offshore (anchoring booms in deep water can be difficult)
- May create a fire hazard depending on characteristics of oil.
- Requires continuous monitoring of boom to determine effectiveness and integrity in wind and current speeds.
- Can be reinforced with secondary and tertiary containment measures.
- Rosslare Europort use the boom from the bunkering barge in order to provide primary containment whilst undertaking bunkering on-site.

Goal:
To contain and recover oil that has been released from the source to prevent it from spreading into the marine environment and adversely affecting socio-economic sensitivities through deployment of primary, secondary, and tertiary booms.

Tactics:
Tier 1: Deployment of the boom from the bunkering barge around the vessel undertaking bunkering. Primary containment is likely to be in the form of sorbent booms, and secondary containment is likely to be in the form of the boom from the bunkering barge.
Tier 2: Deployment of specialist booms and skimmers supplied from the Tier 2 contractor along with the resources available at Rosslare Europort.
Tier 3: National stockpile made available to Rosslare Europort through the Irish Coast Guard and deployed around the source. Please note – the Tier 3 stockpile is likely to be used in the source is much larger than one single vessel.

Window of Opportunity:
Dependant on type of oil, weather conditions, wave conditions etc. For persistent oils i.e., heavy fuel oil or lubricants the window of opportunity will be much larger since these will take longer to spread due to their high viscosity. Meaning that these are likely to be released slower and migrate slowly. For non-persistent oils i.e., diesel, these will spread rapidly from the source and are likely to dissipate into the marine environment much quicker than non-persistent oils.





Enhanced Natural Weathering

- The natural weathering process of oil can be accelerated through utilising mechanical applications such as, propeller washing, bow waves from vessels and high-pressure water firefighting systems.
- Agitating the oil can break up the oil slick increasing the surface area of the oil amenable to the weathering processes identified in Chapter 7.5.
- This response option is primarily available for light non-persistent oils and silver/iridescent sheens on the water surface (Code 1 -2 Bonn Agreement Oil Appearance Colour Code).
- Monitoring and evaluating should be undertaken throughout, and after, deploying this response option.
- Before undertaking this response option, the impact to environmental and socio-economic receptors should be taken into consideration, such as amenity use of the water, fish within the water column, and surrounding bird populations

Goal:
To accelerate the weathering processes. Principally spreading, evaporation, dispersion and dissolution, breaking down oil droplets to a naturally manageable level.

Tactics:

Tier 1: Available vessels and/or firefighting hose or water systems.

Tier 2: High pressure water application systems available from Tier 2 contractor.

Tier 3: National Stockpile.

Window of Opportunity:
More effective in higher wave energy, within the safety limits of vessel utilised.

7.3 Net Environmental Benefit Analysis

Net Environmental Benefit Analysis (NEBA) can be used when formulating the choice of response strategies. NEBA is the processes of weighing the advantages and disadvantages of taking a response action, including recognising the likely outcomes if the action is not taken. The result will determine whether the proposed response action(s) will have a likely net beneficial or detrimental outcome. Table 7.2 and Table 7.3 below show the different factors and variables that can be considered when using the NEBA approach to a spill.

Table 7.2 Net Environmental Benefit Analysis Factors

Net Environmental Benefit Analysis Factors	
Evaluate Data	Identify and prioritise environmental and community assets based upon environmental sensitivities and social values (Chapter 4)
Predict Outcomes	Review and compare previous spill cases, including restoration considerations, to understand potential impact.
Balance Trade offs	Weigh environmental and social impacts to determine most effective oil spill response tools and balance trade-off.
Select options	Establish plans and put pre-approvals in place to support environmental and social values.

Table 7.3 Net Environmental Benefit Analysis Variables

Net Environmental Benefit Analysis Variables	
Variable	**Description**
1	Proximity to Local Population
2	Presence of Sensitive Species
3	Presence of Sensitive Species
4	Impact on Regional Industries
5	Impact in Regional Infrastructure
6	Geographical Considerations
7	Seasonable Variables
8	Weather (Wind, Temperatures etc)
9	Wave Conditions
10	Oil Type, Viscosity and Thickness
11	Oil Depth, Movement and Volume

7.4 Developing Endpoints

Ideally, clean-up efforts will return the impacted area of shoreline to its baseline condition without suffering further impact or affecting other resources. However, this is not always the case and it is important to agree Clean-up Techniques and Endpoints early in the spill response process.

Endpoints are selected based on general clean-up objectives, which are to:

1. Minimise exposure hazards for human health.
2. Speed recovery of impacted areas if possible.
3. Reduce the threat of additional or prolonged natural resource impacts.

4. Return the shoreline to its original state; and
5. Eliminate the threat to environmental and socio-economic receptors (Chapter 4.4).

7.5 Weathering Processes

When identifying a suitable response strategy and undertaking a NEBA it is important to understand the products fate and how they are likely to react in the environment over a period of time, Figure 7.1 and Table 7.4 provide a general insight to weathering processes of oil in the environment. These processes should be considered to anticipate the chemical and physical changes the oil will undergo in the marine environment.

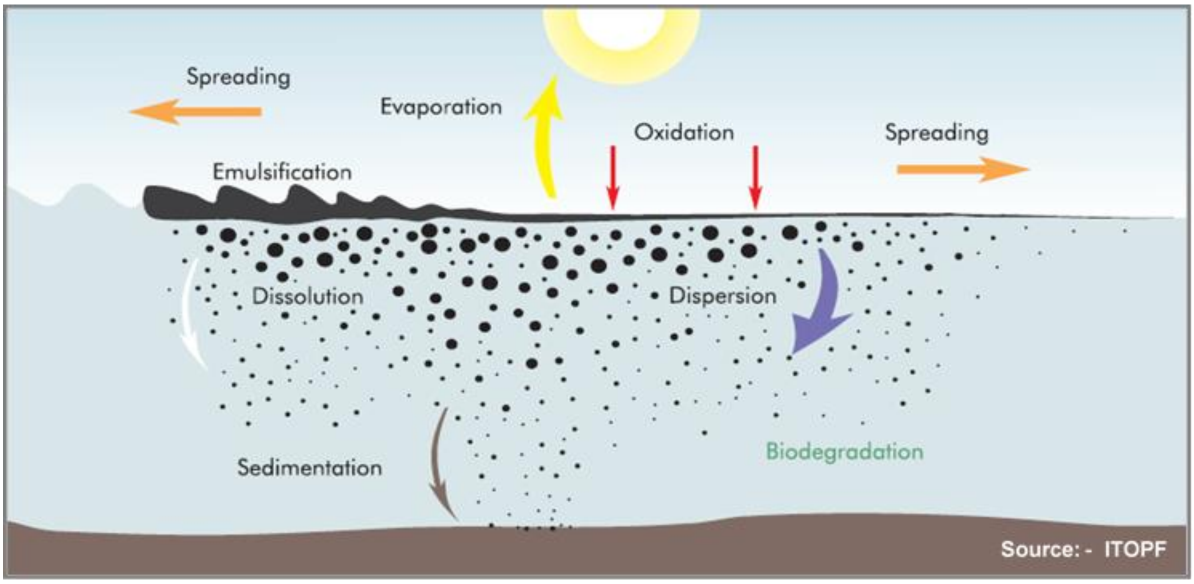


Figure 7.1 - Diagram displaying the different weathering processes oil may undergo in the marine environment.

Table 7.4 - High level description of key weathering processes oil undergoes in the marine environment.

Process	Explanation
Spreading	As soon as oil is spilled, it immediately starts to spread over the sea surface.
Oxidation	Hydrocarbons react with oxygen which may either lead to the formation of soluble products or persistent tars.
Evaporation	The more volatile components (lighter ends) of a hydrocarbon are more suspectable evaporate.
Emulsification	Many oils absorb water and form oil emulsions, increasing the volume of pollutant factor by up to five times.
Dissolution	The rate and extent to which oil dissolves depends upon its composition, spreading, the water temperature, turbulence and degree of dispersion. The lighter ends of the oil are more susceptible to dissolution.
Dispersion	The rate of dispersion is largely dependent upon the nature of the oil and the sea state, proceeding most rapidly with low viscosity oils in the presence of breaking waves.
Sedimentation	Dispersed oil droplets can interact with sediment particles and organic matter suspended in the water column so that the droplets become dense enough to sink slowly to the seabed.
Biodegradation	Sea water contains a range of marine micro-organisms capable of metabolising oil compounds.

8 HNS Response Guidance

The major difference between the response to Hazardous and Noxious Substances (HNS) as opposed to an oil spill is the difference in the specialism of personnel and resources required from the onset. The responsibility will initially reside with Rosslare Europort, likely supported by Wexford County Fire Brigade until the scene is made safe and then handed over to a specialist contractor (Ambipar Response) under Rosslare Europort's instruction. Throughout the response, the IMT and On-Scene Commander will continue to oversee the response, so it is vital they have a grounded understanding of the response process and steps to be taken during a HNS spill, as displayed in Figure 8.1.

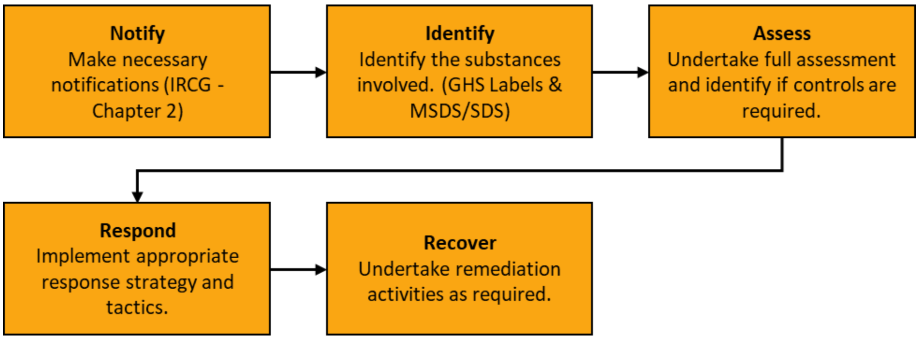


Figure 8.1 - Summary of the HNS response process.

Notify – Notifications should be made as per Phase 1 of the Operations Section.

Identify – It is critical to the management of the incident that the type of substance(s) is identified. The sections within this chapter provide detailed information on product identification and labelling. Full use should be made of any available data (MSDS/SDS) and manufactures guidance.

Assess – A full Health and Safety and Environmental Risk Assessment should be undertaken prior to commencing a response.

Respond – An appropriate response strategy should be implemented in line with the PEAR principles. Summary guidance on specific response strategies is given within this Chapter.

Recover – Once the initial response phase has ended, it will be necessary to assess the need for decontamination and remediation of any contaminated land and material.

8.1 HNS Identification

A HNS is classified by its ability to cause harm to human health and the environment. The classification process involves the identification and evaluation of hazard information (physical properties, human health and environmental effects), and communication of those hazards via a label and within a safety data sheet.

The European Union's Classification, Labelling and Packaging Regulations adopt the United Nations' Globally Harmonised System (GHS) on the classification and labelling of chemicals. GHS provides a basis for communicating information on hazards in a uniform way, overcoming differing labelling information requirements for the same chemicals around the world.

When responding to a HNS incident, Rosslare Europort personnel should follow the initial incident evaluation and assessment procedures in Phase 1 of the Operations Section to assist in the identification of the HNS and its associated hazards in accordance with the GHS in Table 8.1.

Table 8.1 - GHS Hazards and Associated Labels

Hazard	Process/Description	Labelling
Flammability	Flammability is the ease with which a material ignites either naturally or through the presence of an ignition source. The flammability of a liquid is governed by its vapour pressure or flash point. Flammable liquids are characterised by low boiling point and low flash points.	
Explosive	An explosive substance is a chemical or mixture of chemicals that becomes unstable under certain environmental conditions for example by heat, friction, impact or static electricity, and releases its stored energy.	
Oxidising	An oxidising hazard may be presented by substances that in themselves are not combustible, however providing oxygen may cause or contribute to the combustion of other material. Nitric acid can react violently with organic material.	
Acute Toxicity	Toxic chemicals include those that cause death or injury to live organisms if inhaled, ingested or absorbed through the skin at low levels. Toxicity is often expressed as acute and chronic exposure limits. Which are available in Safety Data Sheets.	
Corrosive	A corrosive chemical can destroy or irreversibly damage another surface or substance that it comes into contact with including living tissues and response equipment.	
Gases Under Pressure	Several different hazards are associated with the "Gases Under Pressure" classification, with the common primary hazard being high pressure contained in the cylinder. Gases in high-pressure cylinders contain an extraordinary amount of stored energy. If a cylinder valve is breached, the stored energy in the cylinder is released as thrust.	
Systematic Health Hazards	May cause serious and prolonged health effects on short- or long-term exposure. Do not swallow the material, allow it to come into contact with skin or breathe it in.	
General Warning / Hazard	The exclamation mark is used to denote a range of hazards such as: • Irritant of the skin or eyes; • Skin sensitiser, which is an allergic response following skin contact; • Acute toxicity–which may be fatal or cause organ damage from a single short-term exposure; • Narcotic effects like drowsiness, lack of coordination, and dizziness; and • Respiratory tract irritation.	
Environmental Hazard	Chemicals that may present an immediate or delayed danger to one or more components of the environment and care should be exercised over their disposal.	

8.2 HNS Assessment (Fate and Effects)

Similar to hydrocarbons, it is important to understand how chemicals react in the marine environment to ensure the best response strategies are selected. The fate of a chemical in the marine environment is determined by the key properties of volatility, solubility and density which in turn determine the hazard(s) presented by the chemical (toxicity, flammability, reactivity, explosivity, corrosivity etc.).

The Standard European Behaviour Classification System categorises chemicals into 12 groups based on their dominant behaviour in water, as shown in Table 8.2 and Figure 8.2 respectively. These behaviours will ultimately inform the overarching strategy and level of response required to mitigate against the spill the products associated hazards.

Table 8.2 - Standard European Behaviour Classifications for Chemicals

Property Group		Properties
G	gas	evaporate immediately
GD	gas/dissolver	evaporate immediately
E	evaporator	float, evaporate rapidly
ED	evaporator/dissolver	evaporate rapidly, dissolve
FE	floater/evaporator	float, evaporate
FED	floater/evaporator/dissolver	float, evaporate, dissolve
F	floater	float
FD	floater/dissolver	float, dissolve
DE	dissolver/evaporator	dissolve rapidly, evaporate
D	dissolver	dissolve rapidly
SD	sinker/dissolver	sink, dissolve
S	sinker	sink

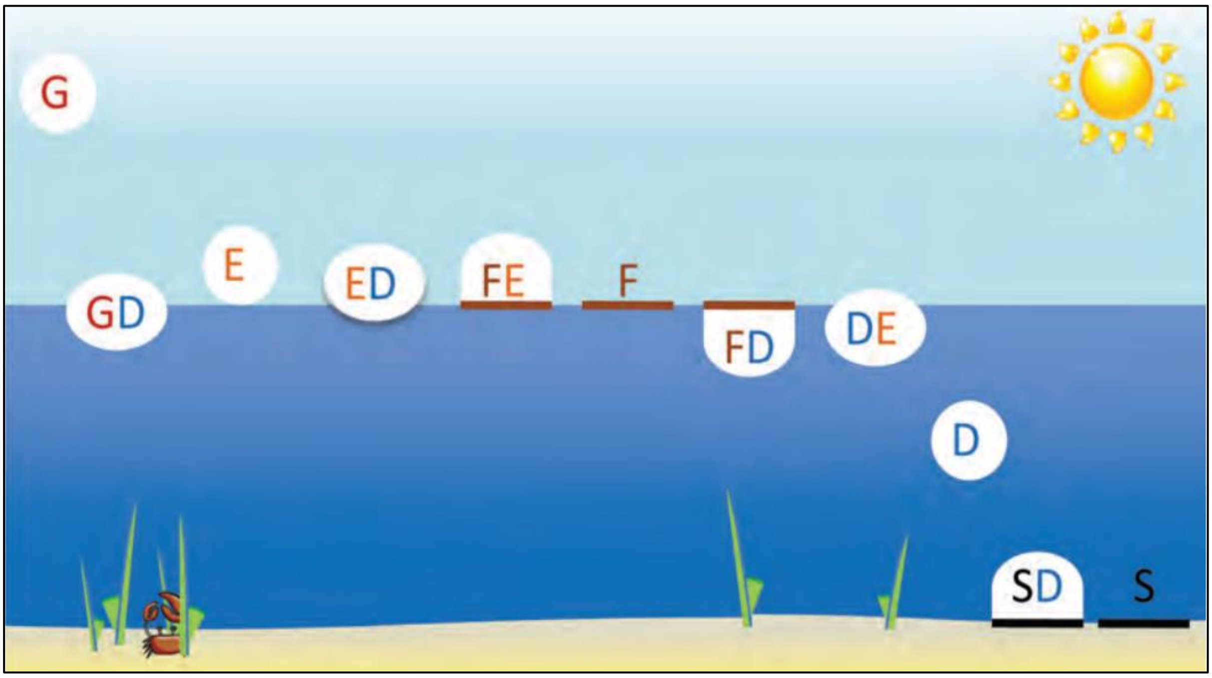


Figure 8.2 - Visual Representation of The Standard European Behaviour Classification for Chemicals

The assessment and trajectory calculations of certain HNS can be assisted by the information contained within the Operations Section and specialist modelling may be requested through a contractor.

8.3 HNS Response Options

Figure 8.3 details the overarching safety response strategy and actions that should be undertaken by Rosslare Europort personnel in the event of a HNS spill. Specific guidance on response options for various HNS is subsequently detailed within Chapters 8.3.1 to 8.3.4.

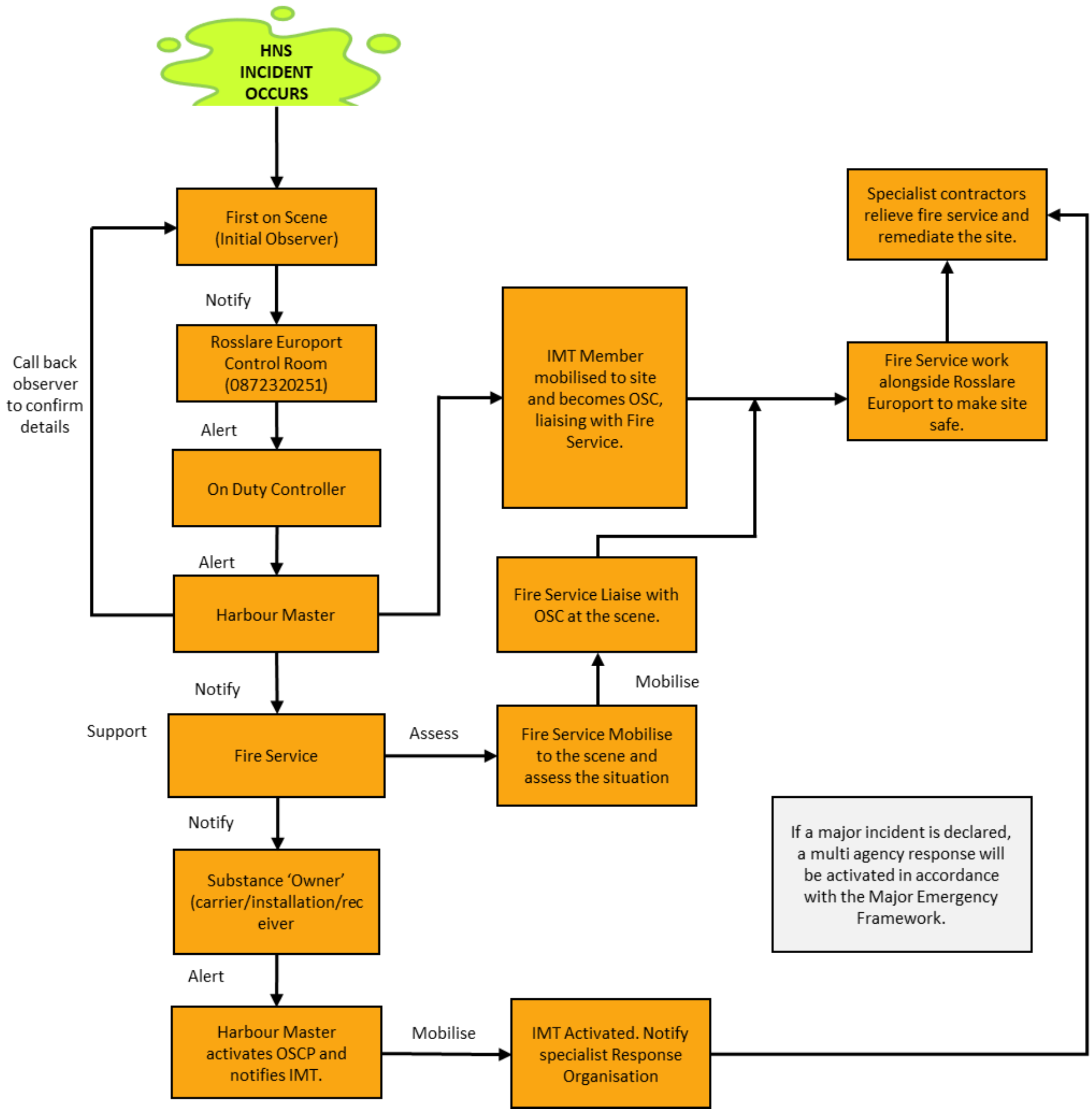


Figure 8.3 - Rosslare Europort's HNS Safety Response Actions

8.3.1 Gas & Evaporators

The release of a gas or chemical substance evaporating under the weather conditions prevailing at the time have the potential to generate large vapour clouds that might be toxic or form an explosive mixture with air. As a result, there may be potential health and safety implications for the vessel crew, responders, and population nearby.

When planning a response, it is important to ascertain how the gas or vapour might behave and the likely trajectory of any hazardous cloud. Relevant computer modelling of the spreading of airborne contaminants is likely to help to forecast the movement and fate of the plume as it disperses. Appropriate safety zones can then be put into place as necessary and the public advised as appropriate.

Issuing advice to the public to remain indoors for a short period should be considered by Rosslare Europort. If the chemical is of a flammable nature, then all ignition sources must be eliminated. Techniques such as trying to "knock down" a water-soluble vapour cloud or trying to stop or deflect it using water sprays are other measures that may be available to responders. In such incidents occurring near populations, the emergency services are likely to have the commanding role in the response. Responders must wear the appropriate Personal Protective Equipment (PPE) and response crafts must be adequately designed should they need to enter a hazardous atmosphere.

8.3.2 Chemicals that Dissolve

A dissolving chemical will form a growing 'plume' of decreasing concentration in the water as it dilutes. It is important to monitor the concentrations in the water to track the movement of the chemical and therefore to predict any hazard that may arise to the environment, fisheries, freshwater intakes or recreational areas. Relevant computer models can give useful indications on the likely fate of the substance.

The ability to contain and recover dissolved chemicals is extremely limited. Providing means to accelerate the natural processes of dispersion and dilution may be the only way to respond to such chemicals. Some dissolved chemical plumes may, in theory, be neutralised, oxidised, flocculated or reduced by the application of other chemicals. However, careful assessment of feasibility and expected efficiency in an open environment as well as approval of the relevant authorities is usually required before this response method is employed.

8.3.3 Chemicals that Float

Chemicals that float may spread under the effect of gravity to form a slick in a similar way to oil (depending on ambient temperatures, wind, and viscosity of the chemical). However, unlike oil they may not be visible on the water. Nevertheless, in some cases remote sensing techniques may be employed to detect and monitor floating materials.

Floating chemicals can be low or high viscosity liquids or may even be solid. If the spilt chemical has a high vapour pressure it may evaporate quickly and form a gas cloud above the slick. In such cases air quality monitoring is usually undertaken to assess fire, explosion and toxicity risks.

It may (subject to Risk Assessment) be possible to consider deploying booms to contain and control the movement of substances over the water surface. Skimmers and other oil spill response equipment may also be used to recover the material from the surface of the water. However, it is important to make sure, prior to use, that the spilt chemical will not react with the equipment. Responders may have firefighting or suppressant foams that can be applied to reduce the evaporation and the risk of fire/explosions.

8.3.4 Chemicals that Sink

Chemicals that sink have the potential to contaminate the seabed, and sometimes to persist in the sediment. The response to sunken chemicals may, therefore, need to consider the recovery of the chemical and any heavily contaminated sediment. Careful attention will also need to be paid to the removal and disposal of these contaminated sediments.

In shallow waters, mechanical dredgers and pump/vacuum devices may be used to recover sunken substances. The use of submersibles and remotely controlled underwater cameras may identify and recover chemicals on the seabed.

9 Dispersant Use

This Chapter has been prepared in accordance with IRCG SOP 03-2020 “Oil Spill Control Agents” and can be further supplemented by the SOP.

In the event of a spill, it is highly unlikely that chemical dispersants/spill control agents will be indicated as a response strategy by Rosslare Europort due to the proximity of their jurisdiction to the shoreline. A NEBA has shown there is no environmental benefit gained by the application of dispersant within their operational area.

In the event of a spill at Rosslare Europort, it is highly unlikely that chemical dispersants/spill control agents will be indicated as a response strategy due to their unsuitability towards most of the scenarios identified within the ports risk profile. However, the following information is supplied as a contingency in case their application is deemed appropriate under specific spill circumstances, particularly those involving a worst-case volume discharge away from the coastal zone.

Dispersants/spill control agents are chemical agents that help break up an oil slick into very small droplets, which dilute throughout the water column. While this does not remove the spilled material, smaller oil particles are more susceptible to weathering and biodegradation, thus accelerating their removal from the marine environment. They are applied through specialist sprayers equipped to either marine vessels or aircraft.

The application of dispersants/spill control agents can therefore be an effective response strategy to large volume offshore spills when used appropriately. Their application can form a critical element in preventing significant oiling of sensitive shoreline habitats during an oil spill response and their availability provides an extra measure of protection for sensitive habitats threatened by a surface slick.

Chemical dispersant may not be used without the authorisation of the Irish Coast Guard unless there is potential to protect human life, for example by reducing risk of fire at or near on stricken vessel or offshore unit.

9.1 Authorisation

The decision to use approved oil spill control agents will be made on a case-by-case basis, authorised by the Irish Coast Guard only. The use of dispersants in shallow waters, bays, harbours, and inlets is unlikely to be authorised except in exceptional circumstances. In deeper offshore waters away from the coastal zone, there are limited or no concerns about the dilution potential for dispersed oil and IRCG will make decisions on whether dispersant use may be authorised.

The oil must be of suitable viscosity for the dispersants to be effective. Dispersants may work on certain crude oils and some medium or heavier fuel oil. Those oils amenable to dispersion may become less so as their properties change due to the weathering process. Therefore, if there is an opportunity to apply dispersant successfully, the window may be limited from hours to a few days depending on the oil and prevailing environmental conditions.

However, when dispersant is:

- in shallow waters (depth <30m);
- within one mile from or inside the base lines; or

- within one nautical mile of charted banks.

The following bodies will be consulted by the IRCG to assist with decision-making and the consideration of net environmental benefit concerning the dispersed oils impact:

- Department of Agriculture, Fisheries and the Marine;
- Department of Communications, Climate Action and Environment;
- Sea Fisheries Protection Authority;
- Department of Housing, Planning and Local Government;
- National Parks and Wildlife Service;
- Relevant local authorities; and,
- Relevant harbour authorities.

9.2 Application

Dispersant can be sprayed onto oil from; vessels, helicopters and fixed-wing aircraft of various sizes. The aim is to accurately deposit the dispersant on the spilled oil as evenly as possible and achieve the recommended dispersant dosage rate. Albeit sea state and prevailing weather conditions can severely alter the accuracy of a spraying system. Additionally, dispersant injection can also be used to control sub-sea releases allowing for controlled rates of application, with an efficient encounter rate, compared to surface application. Sub-surface application also has a wider window of operability in relation to sea state and can operate in poor visibility[5].

9.3 Monitoring Effectiveness

Visual observation of dispersant effectiveness is relatively simple to conduct but requires good viewing conditions Successful use of dispersant will cause the spilled oil to be transferred into the water column as a light brown (café au lait) coloured cloud, or plume. Whereas a milky white plume will be present if the dispersant has missed the oil or has run off very viscous or highly emulsified oil[5] Field test kits as displayed in Table 9.1 can also be used prior to commencement of full application.

Table 9.1 - Example Dispersant Effectiveness Field Test

Dispersant Effectiveness Test	
Follow the steps below to conduct a simple bottle test to determine the effectiveness of dispersant on the spilt product.	
1	Fill two sample bottles (or other sealable receptacles) with ¾ uncontaminated seawater, one of these will act as the control mixture.
2	Add 20 drops of the spilt product to each sample using a pipette, if a pipette is not available add enough oil to form a meniscus layer on the water's surface.
3	Place a lid on the control bottle and invert 10 times to mix the oil and seawater. The oil should not mix well and should rise to the surface quickly after you have finished shaking it. Label this the control and place it to one side.
4	In the test bottle, also add a drop of the dispersant prior to sealing the lid and inverting. This should form a cloudy mixture. Label this as sit it next to the control sample to observe over the course of an hour.

[5] IRCG SOP 03-2020 "Oil Spill Control Agents"

5	If the two samples show similar clarity, the dispersant has not been effective and alternative response strategies should be undertaken. If the dispersant is likely to be effective the test sample will display an increase in cloudiness with oil on the water's surface, as shown to the right.	
6	Once the test is completed, report your findings to the IRCG and IC.	

10 Occupational Safety and Health

Protecting human life and ensuring the safety of responders are the fundamental objectives in any pollution response operation and are at the forefront of Rosslare Europort's response principles. The safety of all responders should be at the forefront of all other considerations during an oil or HNS spill. This is administered through the adherence to safe working procedures and practices, designed to reduce health and safety risks to the response workers, the surrounding community and the environment.

The safety of all responders is in line with Rosslare Europort's 'Always Safe' intuitive detailed within their Health and Safety Policy.

Subsequently, this Chapter should be considered in unison with the overarching actions detailed within Rosslare Europort's (Irish Rail's) Health and Safety Policy (Feb 2020).

The fundamental health and safety procedures outlined in this Chapter are designed to reinforce training and procedures common to a range of spill response operations. All national Occupational Health and Safety regulations continue to apply to any pollution response events and these regulations are in no way superseded by the information within this Chapter. It should be noted that all personnel involved in pollution response activities under the direction of the Incident/On-Scene Commander and their team, will be deemed as 'employees' and therefore are within the remit of all such regulations.

10.1 Hazard Identification and Mitigation

Systematic and dynamic hazard identification and risk assessment will be carried out by members of Rosslare Europort's response team, evaluating the workplace by establishing a daily safety plan for the overall response and site safety plans for each field activity.

The development of these plans can be assisted through using a daily 'Site-Specific Operational Health and Safety Assessment Form' (Annex 6).

The use of the 'Site-Specific Operational Health and Safety Assessment Form' in Annex 6 is in line with the objectives of Rosslare Europort's Health and Safety Policy, explicitly promoting "continuous improvement" and awareness of Rosslare Europort personnel.

The Site-Specific Operational Health and Safety Assessment Form facilitates a through survey of the on-site conditions, operations, equipment, facilities, access, and egress routes, allowing for the identification of any associated hazards and the subsequent risks presented. From here, further mitigation measures can be implemented and captured within comprehensive daily and site safety plans, communicated via a Safety Brief (Annex 6) from the On-Scene Commander.

Table 10.1 provides an overview of some of the common hazards presented throughout a spill response and the mitigation measures to reduce the risk. These are likely to be identified and captured within safety plans throughout the duration of a response.

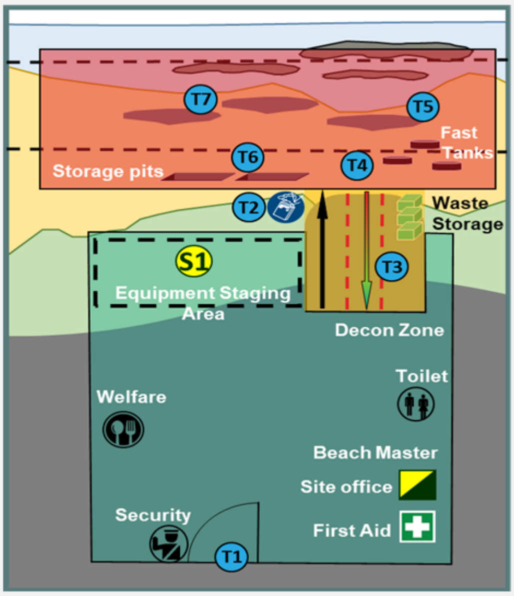
Table 10.1 - Common Spill Response Hazard Descriptors and Mitigation Measures

Hazard	Description	Mitigation Measures at Rosslare Europort
Weather	In the case of heat, work performance declines especially where the task requires coordination, alertness or vigilance. In cold wet conditions reduces comfort and increases distractions.	Correct clothing for the weather conditions, and supply appropriate welfare, warm drinks in wet cold conditions, and cold drinks in warmer humid conditions.
Toxicity	Hazardous Substances will often contain potentially harmful components. Toxic components can enter the body through inhalation, absorption and ingestion.	Ample supply of coveralls, gloves, boots and respirators. Brief responders on health and Safety measures and decontamination procedures. SDS should also be checked before carrying out response.
Flammability / Fumes	Whilst a spill is fresh, care must be taken to exclude any potential sources of ignition as the volatile compounds evaporate. Volatile compounds may also be inhaled with potential to have detrimental effect on responder. Fumes of spilled hazardous materials can contain harmful compounds. The Fumes can also displace oxygen especially in confined spaces which can cause asphyxiation, the gas may not be sensed by any responders.	Gas detection monitors, gas monitoring schedule and log undertaken by Tier 2 contractor. Respirators given to responders until gas detection levels are deemed safe. Care must be taken to monitor harmful gas concentrations in the air.
Slips, Trips and Falls	Spilt chemicals, along with firewater can be slippery. Shoreline areas and vessels where responses are carried out can also be very slippery areas.	A hazard identification and site safety briefing should be undertaken before an oil spill response commences. Which potential hazards fenced off and appropriate PPE supplied, life jackets, boots, climbing harnesses if required.
Manual Handling	Responding to a spill incident can be manually intensive requiring responders to lift waste and response equipment. Continuous and improper lifting of overweight items can lead to exhaust and injury.	Gloves should be worn during lifting; loads should be assessed depending on weight, number of lifts posture, distance to be lifted and features of the load.
Open Water	Offshore and shoreline response operations will have open water concerns. Not preparing responders can result in loss of life in extreme cases	For offshore response, personal lifejackets should be worn at all times, for shoreline they should be worn within 10m of the water, tide times should be noted.

10.2 Safe-Site Setup and Facilities

When undertaking a response, operational sites should be set up in a safe manner where hot (red) zones and cold (green) zones are clearly identified and joined by a decontamination (orange) zone to reduce levels of contamination on personnel, PPE, equipment and transport.

Figure 10.1 provides an example of how a 'safe site' should be laid out and the order of tasks (T1 -T7) that should be carried out to ensure it is set up safely at all sites (on a quay wall, shoreline or the deck of a vessel). Decontamination zones should take personnel and equipment from the 'hot' contaminated zone through a 'warm' cleaning/decontamination zone to the 'cold' exit point from the operations area. Movement through these zones should be coordinated to reduce cross contamination.



Hot/Red/Work zone

- Contaminated area where clean-up work takes place

Warm/Orange/Decontamination zone

- Passage through which all personnel must pass to exit site
- Organised system to wash down and remove contamined PPE
- Requires 'clean' personnel to assist workers

Cold/Green/Clean zone

- Clean area in which sanitation and rest areas are situated
- Road vehicles must stay in this zone to prevent oil being spread onto roads

Tasks associated with establishing a safe response site

T1 – Setup perimeter and access point (security could be required).
T2 – Undertake air monitoring to establish what mitigation measures must be put in place and determine where to establish clean and decontamination zones.
T3 – Set-up decontamination zone (this area should be clearly marked).
T4 – Set-up temporary waste storage area in hot zone.
T5 – Start recovering product with suitable recovery device.
T6 – Assess if more waste storage areas are required (if so create).
T7 – Increase recovery of product to match the capacity of onsite waste storage and rate of waste removal off site.

Figure 10.1 - Safe Site Set-up

11 Wildlife Rescue and Rehabilitation

Although the Rosslare Europort has a plan on the utilisation regarding wildlife rescue and rehabilitation, they do not have the response capabilities to deal with wildlife rescue and rehabilitation and there are limited entities within the Irish state to incorporate wildlife expertise within incident management, i.e. additional resources to mobilise for wildlife expertise for a tier 1 and 2 capabilities.

This Chapter provides a brief overview of wildlife response considerations and actions, ensuring Rosslare Europort incident management and response personnel are familiar with wildlife response procedures.

Wildlife response activities should only be undertaken under the guidance and instruction of trained professionals.

When planning a response, consideration should be made towards wildlife response activities and the wildlife response team should be liaised with throughout. Responders should be provided a dedicated number to notify the wildlife response team of any observed wildlife and the recovery of wildlife should be undertaken by trained personnel only.

There are a variety of wildlife species present which would be placed at risk and made vulnerable if a spill incident were to occur from Rosslare Europort. Notably, birds would be extremely susceptible due to the risks presented to their plumage and potential ingestion. Some birds would be less vulnerable on land, but more vulnerable at sea/water when rafting. Please see Chapter 4.4 for specific environmental sensitivities.

11.1 Wildlife Response Options

The primary response objective of any incident is to contain the spill at the source(s), thus preventing the spread of contaminants in the environment and reducing the risk of impacting socio-economic and environmental receptors, wildlife included.

However, for instances when this is not achievable, potentially due to the scale or complicating factors of the incident, further secondary and tertiary wildlife response options may be required, as detailed below:

- Wildlife Reconnaissance - evaluating the wildlife that has become involved in the incident or is at risk of becoming involved (Chapter 4.4), this should be undertaken throughout the response and undertaken by wildlife specialists in conjunction with the contents of this OSCP;
- Primary Response - maintaining the spill away from the wildlife. This can be achieved through utilising the response strategies detailed within Chapter 7. Additional resources may be required from Rosslare Europort’s Tier 2 response contractor or the IRCG to control or deflect the spill away from wildlife habitats and populations;
- Secondary Response - maintaining the wildlife away from the spill. This includes hazing and deterrence methods (scaring animals away from oil) and the pre-emptive capture and collection of un-oiled animals and their offspring or eggs;
- Tertiary response - rescuing, and rehabilitating wildlife exposed to the spill. A summary of this process is captured in Figure 11.1; and

- **Documentation** - maintaining detailed records and transparency in all information, decisions and activities involved in the wildlife response.

Graduated Response	Stage	Description
Start	Field Stabilisation	Ensures that the condition of oiled wildlife does not worsen, and they remain stable before transportation.
	Transport	Safe transport of alive and deceased animals to the rehabilitation centre.
	Admission/Triage	Comprehensive clinical evaluation of every animal to assess condition and treatment. Labeling and autopsy of deceased animals undertaken.
	Clinical Stabilisation/Pre-Wash Care	Specific care dependent on the animal to improve their condition. For further information consult oiled wildlife response experts.
	Cleaning	Removal of oil or other contaminants from animal's body.
	Conditioning	Allow animals to return to comparable level of fitness and behavior in a controlled and regulated environment with plentiful supply of food and warmth.
End	Release	Release of animals to their natural habitat once they are deemed fit enough. Post release monitoring should be implemented.

Figure 11.1 – Summary of the Tertiary/Contaminated Wildlife Response Process

11.2 Wildlife Response Strategy

An overview of Rosslare Europort's wildlife response strategy and key considerations during the rescue and rehabilitation of oiled wildlife is captured within Figure 11.2.

Action Required	By Whom	Notes
• Identify if wildlife will be impacted. • Deploy response strategies to mitigate impact to wildlife. • Notify Oiled Wildlife Network	• IMT (Tier 2 /3) • Response Team (Tier 1)	• Utilise oiled wildlife network hyperlink for contact details. • Early notification of the oiled wildlife team will reduce the overall environmental impact of the incident.
• Notify response personnel not to recover oiled wildlife and seek specialist assistance. • Notify response personnel to collect any deceased wildlife.	• IMT (Tier 2 /3) • Response Team (Tier 1)	• All deceased animals should be recovered, bagged, recorded and sent for autopsy.
• Liaise with oiled wildlife response network and develop action plans. • Develop notification number for responders to notify Oiled Wildlife Network of oiled wildlife that are located.	• IMT (Tier 2/3) • Response Team (Tier 1)	• Response efforts should be combined to reduce the overall environmental impact of the incident. • Prompt response and notification of oiled wildlife response teams may increase the overall likelihood of an oiled wildlife response

Figure 11.2 – Rosslare Europort's Overall Wildlife Response Strategy

In the event of a significant Tier 3 spill, Rosslare Europort may be required to make provisions alongside the IRCG for the involvement of the European network of oiled wildlife response expertise as stated within the NCP.

12 Evidence Collection and Cost Recovery

This chapter details guidance on evidence collection, spill sampling requirements and procedures in relation to benefiting incident investigation and cost recovery.

Information collected and data generated during a spill response is integral to adequately evidencing any potential cost recovery or litigation processes.

Throughout a response Rosslare Europort personnel should capture all relevant information within the various incident management forms and response tools supplied within this OSCP. These should be stored for evidential purposes in accordance with the processes detailed within Chapter 17.

12.1 Spill Sampling Guidance

It is important to take samples from a spill to determine whether a relationship exists between the product and suspected source samples. Where there is no initially confirmed source, chemical investigations can be of great help in identifying possible sources, and with whom the liability of the release resides. Nonetheless, even when it is clear where the spill originates from, these samples help act as a refence and can be used for further tests to determine the properties and weathering capabilities of the pollutant or the effectiveness of dispersant for example (See Chapter 9.3).

Sampling in relation to liability investigations must be performed with great care and under a strict chain of custody control until identification and possible legal procedures have been completed. They must be handled and stored so that the samples cannot be manipulated or contaminated by other substances. Detailed guidance on this process is captured within Table 12.1.

Table 12.1 - Spill Sampling Guidance

Spill Sampling Guidance
Sampling Equipment
Sampling should be undertaken using a designated and inventoried sampling kit. Where one is not provided, a suitable glass container, nitrile gloves, sample label and inert plastic bag should be sourced.
Number of Samples Required
Three sealed and labelled samples of the slick are required: • One for analysis • Second to be retained in the laboratory in case of any further actions • Third for production in court Further sampling of surrounding harbour or estuary waters should be undertaken to provide the laboratory with a reference and ascertain any baseline traces of hydrocarbons or chemicals.
Frequency of Samples
• Three samples of each slick should be taken each day if possible to determine the degree of weathering, as well as possible contamination by other chemicals.
Size of Sample
• Unweathered products: 10ml • Products exposed to the sea surface and forming emulsions: 10ml • Over the side water discharge (suspected of 100 ppm): 1 litre of discharge. • If such quantities cannot be collected, sampling should still be attempted in accordance with sampling process below if safe to do so.

Sampling Procedure

	Action	Notes	✓
1	Recover Sample	• Avoid using metal and plastic containers as they may interfere with subsequent chemical analysis results. • Glass containers are preferred; however a plastic bucket maybe required for recovery. In this case recover sample from the center of the bucket. • Skim oil off the surface of the water, take care ensuring a higher volume of oil is recovered than water. • If oil is very thin an absorbent pad may be utilised to recover the product and then dispensed into sample container. • Oil recovered with debris and seaweed should be placed in the sample jar along with the recovered seaweed and debris. • Care should be taken to prevent secondary contamination.	☐
2	Container Sealing,	• Samples should be sealed as soon as possible to prevent evaporation of hydrocarbon. • Samples should be sealed using tamper proof seal.	☐
3	Labelling and supporting documentation	• Each sample should have an identifying number E.g Date (DD/MM/YYYY) Company, Location and Sampler. • Use Lat and Long coordinates for sample location. • All information on sample container labels should be coherent. • Supporting sample documentation may include - A chain of custody form - Photographic evidence - The presence of any witnesses - Ambient weather and sea conditions during sampling - Method of sampling - Purpose for which the sample was taken	☐
4	Storage and transport	• Samples should be stored in a refrigerator/cold room/cool box at less than 5 C in the dark. • When transporting samples ensure they are protected from potential damage (use vermiculite/absorbent pads/cloths). • Ensure chain of custody forms and supporting documentation accompanies samples at all times. • Arrange for courier to collect the samples and transport to laboratory	☐

Nearest Laboratry Address

The nearest labaortory to Rosslare Europort is: T.E Laboratories, Loughmartin Business Park, Tullow, Co. Carlow. Tel: 059 91 52881 Email: info@tellab.ie

12.2 Cost Recovery

Cost recovery aligns with both financial management protocols (Chapter 16) and documentation procedures (Chapter 17), these processes should be followed to ensure that Rosslare Europort have documentation in place to support cost recovery claims. The 'polluter pays' principle means that Rosslare Europort will seek cost recovery for remediation from any incident affecting their site by a private tenant, visiting vessel and/or their insurer through their established invoicing system.

However, it is important to highlight that if a spill is the result of Rosslare Europort's activities, it is likely that they will be the subject of cost recovery from stakeholders who have encountered adverse effects because of the spill; in this event Rosslare Europort will have to claim associated remediation costs from their insurer and may potentially be required to supply their own evidence to defend their case.

Typical costs that may be incurred following a pollution could be related to:

- Cost of clean-up operations and preventative measures.
- Property damage.
- Economic losses from business; and,
- Cost to reinstate the environment.

The finance section of the IMT should document the costs incurred relating to the above. It is paramount that all response actions are proved to technically justifiable to ensure costs for response actions undertaken are recovered.

13 Waste Management

Oil and HNS spills have the potential to generate a substantial amount of waste. This includes not just the product, but polluted debris, shoreline sediment, fauna and flora, equipment and protective clothing (PPE). Should shoreline impact occur, waste can sometimes amount to as much as ten times the volume of product originally spilled.

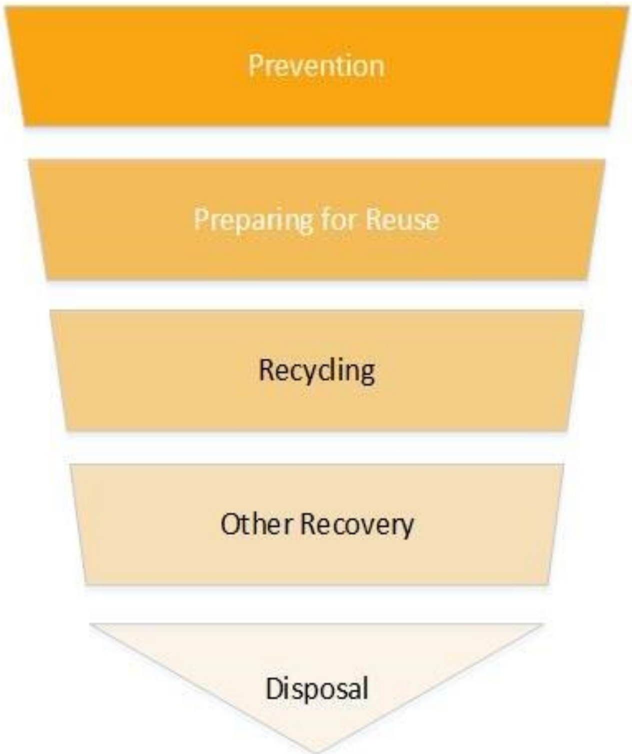
Consequently, waste storage and disposal can cause major logistical problems and delays for the clean-up operation and even bring the response to a standstill unless adequate arrangements are in place. Crucially, disposal sites for hazardous waste are very limited in the Republic of Ireland and if a disposal route is not immediately available and approved, it will be necessary to erect temporary storage.

Any hazardous waste storage and disposal routes must be agreed with the EPA. This can be facilitated alongside Rosslare Europort's notification, collection and recording procedures, detailed within their DTTAS approved 'Waste Management Plan 2020-2024'.

This Chapter should be used to assist Rosslare Europort in their responsibilities for determining appropriate waste treatment, storage and disposal routes during a spill response.

13.1 Waste Hierarchy

The overall approach when dealing with waste from a pollution incident is to follow the waste hierarchy as outlined in Figure 13.1. This should be referred to at all stages of a response.



Prevent Waste: Consideration should be first given to techniques that avoid or eliminated the production of waste such as containment at source

Reduce Waste: Development of efficient methods to minimise the amount of material used and/or contaminated

Reuse Waste: The reuse of an item for its original purpose (clean-up equipment, PPE)

Recycle Waste: The production of marketable product from waste by recovering calorific value

Dispose: waste that cannot be dealt with may be disposed through landfill, incineration, or composting

Figure 13.1 - Waste Hierarchy

13.2 Types of Waste

At the start of an incident, it helps to have a realistic estimate of how much waste there is likely to be and what it is likely to comprise of.

Typically, a HNS spill will generate less waste than an oil spill, however this is relative to the type of substance spilt, the quantity and concentration. Instinctively some products are subject to 'quick clean ups', which usually coincides with how hazardous the product is, the approach to be taken and how much product is spilt. It is also important to note that a gas spill from a chemical tank will create much less waste than a liquid oil spill for instance.

The clean-up process itself also generates waste, with used response materials, such as sorbents, PPE, waste bags and other material considerations, adding to the volume to be removed (Table 13.1). In the result of a large-scale spill, sediment samples may have to be taken, and remedial activities may have to be undertaken, these processes will in turn also heavily increase the waste generation.

The severity of contaminated soils in relation to hazardous waste storage and transportation is detailed within the EPA'S National Hazardous Waste Management Plan (2014 – 2020).

Different types of waste are often disposed of differently, so it helps to separate out the waste and keep it segregated from the outset. This is not always easy, but it saves time in the long run and makes it much easier to direct the waste towards the appropriate treatment or disposal method. The importance of waste segregation, product appropriate storage and disposal routes are captured within Rosslare Europort's Waste Management Plan 2020-2024.

Table 13.1 - Types of Hazardous Waste Generated During a Spill

Types of Hazardous Waste			
Liquid Oil		**Contaminated Seaweed**	
Contaminated Sand		**Contaminated Solid Waste**	
Contaminated Substrate		**Container Debris**	
Spent Sorbent		**Contaminated Fauna**	

13.3 Waste Storage

13.3.1 Primary Storage

The waste collected during clean-up operations often needs to be stored initially close to site in temporary storage to allow time for the logistics to be put in place to transport and dispose of it. The general process for recovering and storing waste is shown in Figure 13.2.

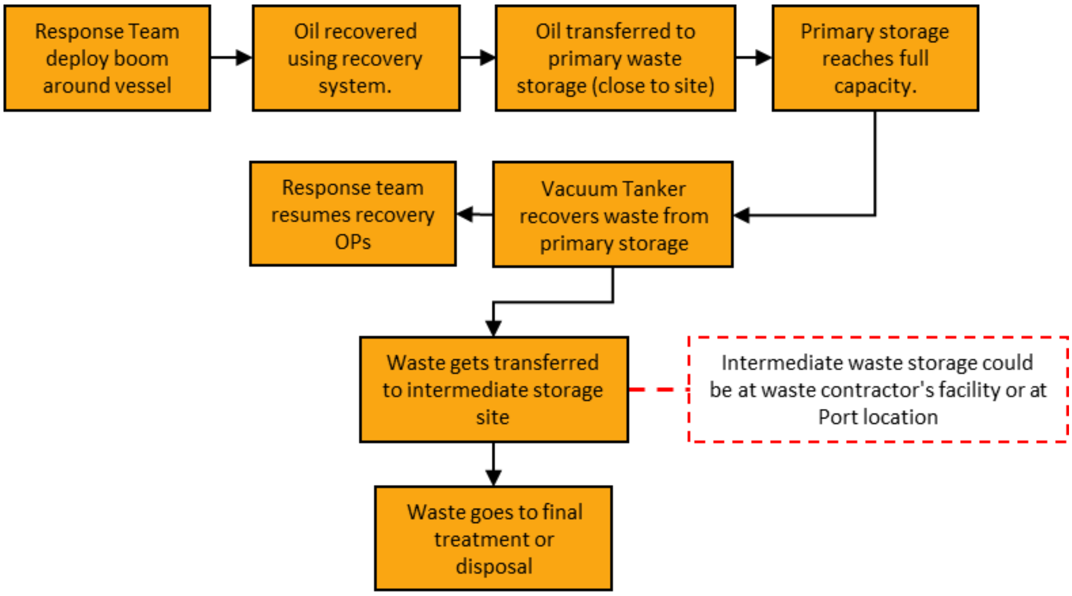


Figure 13.2 - Containment at Source (Quayside or Vessel) Waste Management Considerations.

If possible, the primary storage area needs to be lined to make sure there is no secondary contamination. It should also be separated from public access areas where possible. Typical types of primary waste storage are detailed in Table 13.2.

Table 13.2 - Types of Primary Waste Storage Utilised During a Spill Response

Primary Waste Storage	
Storage Facility	**Comments**
Vacuum Tankers	Ideal for routing to final disposal site and well suited for operations close to shore especially when quays are available. Are used to recover oil from primary storage vessels, dracones, barges, pillow tanks, direct from skimmer etc.
Intermediate Bulk Storage Containers	Suitable for the storage of liquid waste. Require a forklift to relocate when full.
Bunds / Large Waste Storage Areas	Can be created from scaffold, and impermeable membrane. Good as intermediate storage area. Due to the large surface area can collect a lot of rainwater.
Specialist Response Equipment	Purpose built, specialist storage units such as fastanks can be quickly erected and are designed to hold oiled products. They can utilise purpose-built covers and attachments to prevent rainwater and secondary contamination during filling.

Primary Waste Storage	
Storage Facility	**Comments**
Skips	Versatile, robust and cheap. Can be transported on supply boats/landing craft to remote sites. If possible, line with plastic. Good for solid waste and highly viscosity products.
Open Top Oil Drums	Difficult to handle when full
Heavy Duty Plastic Bags	Ideally suited when clearing beaches by hand. Can be moved above the high-water line. Lead to problems at the disposal site. Can store high volumes of oiled PPE and other contaminated solid waste.

13.3.2 Intermediate Storage

During a large spill response, the amount of material collected may be greater than the local treatment, storage or disposal sites processing capacity. In these cases, larger temporary storage facilities need to be identified, or erected. Figure 13.3 shows the logistics for planning an intermediate storage system for a significant spill event.

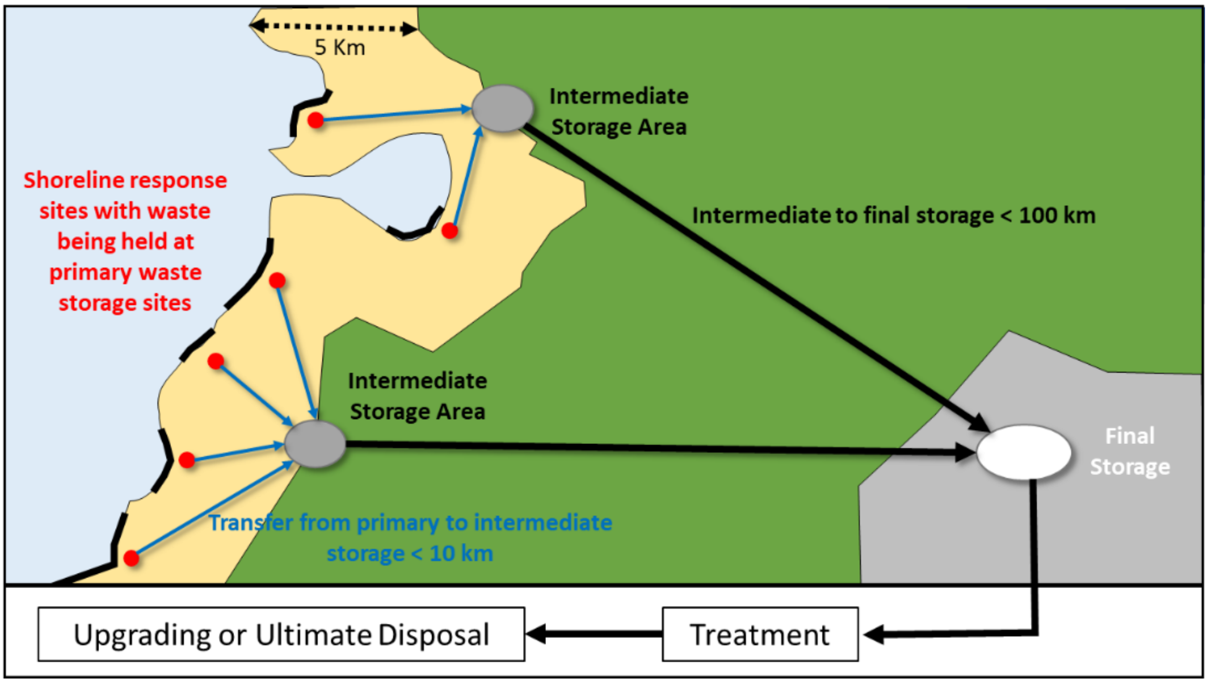


Figure 13.3 - Waste Management System Incorporating Intermediate Storage Sites.

At the immediate storage areas large liquid storage areas can be created from impermeable membrane and metal scaffolding frames, or alternatively the designated areas a vast number of temporary waste holding options such as, fastanks, Intermediate Bulk Containers (IBC's), skips, 205l drums etc. could be stored there until removed to the final destination.

Figure 13.4 displays a private car park to the rear of the Northeast terminal at Rosslare Europort that would be used as an intermediate waste storage location.

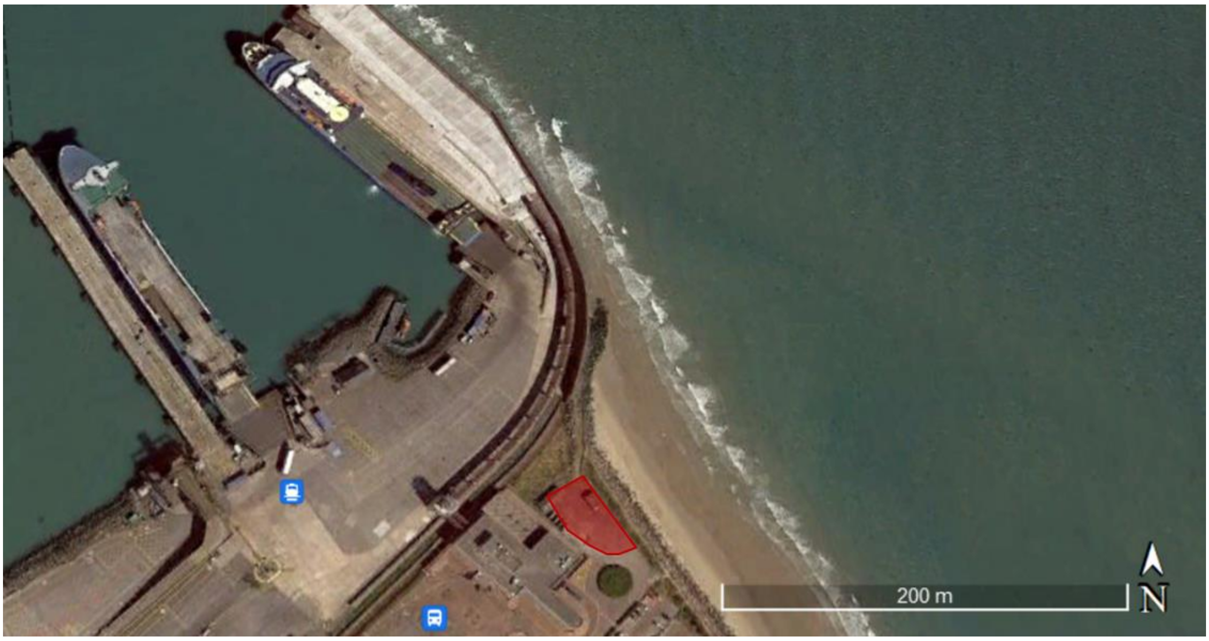


Figure 13.4 - Intermediate Waste Storage Location

13.4 Waste Processing and Disposal

The final method chosen for the processing or disposal of hazardous waste generated during a spill event and response depends on several factors:

- The nature and consistency of the waste;
- The volume of waste collected;
- The availability of suitable sites and facilities; and
- Any cost or regulatory restrictions.

Dependent on the above, the department of environment may offer approval on the following final destinations:

Recovery to Oil Processing Installations - reprocessing is the preferred option. Generally, only pure oil and oil/water mixtures will be accepted.

Landfill - this is the primary disposal method but can only be used where there is little or no ground water abstraction. Future regulations are likely to be more restrictive.

Stabilisation - this is an expensive method but is likely to be used increasingly as landfill becomes further restricted. Development work is in progress using silage mounds.

Land Farming - this can only make a limited contribution to oil spill disposal and is becoming less acceptable. However, it may be suitable for small quantities of oily waste such as contaminated seaweed.

Combustion - uncontrolled combustion is unsatisfactory because of air pollution. Commercial waste incinerators can dispose of limited quantities of oily waste.

13.5 European Waste Codes

Waste needs to be handled in accordance with local regulations. 'Waste Transfer Notices' are required with all waste materials for disposal. In preparation for the transport and disposal of hazardous waste, the categories of wastes generated will need to be cross referenced to the guidance issued by the EPA on the European Waste Catalogue (EWC). Table 13.3 summarises the categories of waste which may be produced during a spill response, together with the relevant EWC Codes. Those that have been highlighted, have been so to reflect the most likely waste identified by the Risk Assessment of Rosslare Europort's operations (Chapter 4).

Table 13.3 - Potential EWC Codes for Waste Transport and Disposal.

EWC Code	Description
05 01	Wastes from petroleum refining
05 01 05*	Oil Spills
13	**Oil wastes and wastes of liquid fuels**
13 05 01*	Solids from grit chambers and oil/water separators
13 05 06*	**Oil from oil/water separators**
13 05 07*	**Oily water from oil/water separators**
13 05 08*	Mixtures of wastes from grit chambers and oil/water separators
15 02 02*	Absorbents, filter materials (including oil filters not otherwise specified), wiping cloths, protective clothing contaminated by dangerous substances
17	Construction and demolition wastes (including excavated soil from contaminated sites)
17 05 03*	Soil and stone containing hazardous substances
19	Wastes from waste management facilities, off-site wastewater treatment plants and the preparation of water intended for human consumption and water for industrial use.
19 02 04*	Pre-mixed wastes composed of at least one hazardous waste
19 02 07*	Oil and concentrates from separation
19 02 08*	**Liquid combustible wastes containing dangerous substances**
19 02 09*	**Solid combustible wastes containing dangerous substances**

14 Place of Refuge

A place of refuge is 'a place where a ship in need of assistance can take action to enable it to stabilise its condition and reduce the hazards to navigation, and to protect human life and the environment'[6].

The IRCG is the lead agency for decisions relating to a ship in need of assistance and thus requesting a place of refuge. As such, the IRCG is responsible for ensuring the IMO guidelines are considered and implemented to the extent possible. In accordance with the IMO guidelines, and Vessel Traffic Management Information System (VTMIS) EU Operational Guidelines[7]the IRCG has developed a comprehensive Place of Refuge Decision-Making (PORDM) process, detailed in SOP 06-2020.

SOP 06-2020 should be consulted by Rosslare Europort's Harbour Master (or any other personnel), who could be identified as a potential '*Ship Casualty Assessment Team Member'* under the guidance of ANNEX 2 within SOP 06-2020.

14.1 Place of Refuge Decision-Making Process

The PORDM applies to all situations where a ship is in need of assistance and requests a place of refuge within Irish waters. This includes Ireland's internal waters, territorial sea and the Exclusive Economic Zone (EEZ). The PORDM also applies in the case where a ship is destined for Ireland and has reported a problem (a defect, deficiency, or a casualty). The PORDM does not apply to distress situations where the safety of life is involved. In such cases, established search and rescue procedures by the IRCG shall be followed.

Element	Step and Description	On-going
Ship Request	1. Obtain the necessary ship information. 2. The Master's responsibilities 3. Describe the problem and associated issues 4. Identify the risk assessment team and the stakeholders that may need to be kept informed	Document Consult Communicate
Risk Assessment	5. Preliminary analysis of current situation. 5.1 Describe what can happen (risk scenarios, hazard, risk, consequences, probability, urgency) 5.2 Describe if any immediate action is necessary 5.3 Decide if an inspection team should be deployed 6. Identify the Options 6.1 Identify feasible place of refuge 6.2 Consider if anyone should be added to the risk assessment team or the stakeholder list. 7. Estimate the risk for each option 7.1 Describe what can happen (risk scenarios, hazards, risk, consequences, probability) 7.2 Estimate the risk level (risk matrix) 7.3 Identify risk control measures and evaluate their impact on the risk level 8. Evaluate and compare the options	
Action and Monitor	9. Decide - Grant access to a place of refuge and specify what control measures need to be taken or Deny access to a place of refuge specifying the reasons why and indicate what assistance can be provided to the ship and what if any control measures are to be taken. 10. Review and agree on the ship's proposed action plan and monitor the implementation 11. Obtain feedback on the effectiveness of the process	

Figure 14.1 - Places of Refuge decision-making process (SOP 06-2020)

[6] IMO Res. A.949(23), Section 1.19.
[7] Vessel Traffic Management Information System (VTMIS) EU Operational Guidelines

An overview of the PORDM process is displayed in Figure 14.1. This process will assist the IRCG and ship casualty assessment team in determining if access is to be allowed or not, facilitating effective and objective decision-making.

Each step of the PORDM process is captured in detail within Section 3 of SOP 06-2020.

Where access is granted, the most suitable place will be identified, and appropriate risk control measures implemented. Where the risk is considered too great and access to a place of refuge cannot be granted, then the nature and degree of assistance to the ship offshore will be decided upon, along with any operational recommendations[8]

14.2 Rosslare Europort Assistance

Where required, Rosslare Europort will do their upmost to assist the IRCG throughout the PORDM process, facilitating multi-agency cooperation and decision making.

Notably, following consultation of SOP 06-2020, Rosslare Europort will look to supply the following to assist:

1) **A copy of this Contingency Plan** – this plan details foreseeable accidental scenarios that might result from the granting of a place of refuge and details what measures might be taken to reduce the consequences. Rosslare Europort will have this plan readily available to the ship casualty assessment team for consultation in an incident;
2) **Access to personnel and relevant contracted specialists** – certain members of Rosslare Europort may be acquired as part of the ship casualty assessment team; and
3) **Relevant Port and jurisdictional information** - nautical charts and publications, port information, environmental and sensitivity data (captured within this plan).

[8] IRCG SOP 06-2020

15 Stakeholder Engagement and Media Protocols

Stakeholder engagement and media protocols are a vital set of activities that must be considered by Rosslare Europort to assist in maintaining a positive relationship between themselves, supporting response agencies, and those most affected by an oil or HNS spill. For the relationship to remain beneficial and meaningful, it is important for Rosslare Europort, stakeholders, and the local community to share an understanding and develop realistic expectations regarding the spill response and recovery.

Depending on the scale of the pollution incident and other emergency elements, the responsibility for the engagement with key stakeholders and the media may be fronted or delegated by the IRCG, Rosslare Europort's IMT, supporting response agencies and/or the polluter. It is imperative therefore that stakeholder engagement and media protocols are coordinated and aligned[9]. Subsequently, this chapter details the procedure for identifying key stakeholder groups and the process for their consultation and engagement, alongside the procedures for media releases, press conferences and internet communications.

15.1 Stakeholder Engagement Process

Effective stakeholder engagement is accomplished through the planning and implementation of a program that leverages local knowledge, relationships and networks. The 5-step stakeholder engagement model in Figure 15.1, subsequent sub-chapters and worksheet (Chapter 15.1.6) can be used by Rosslare Europort staff to implement such a programme.

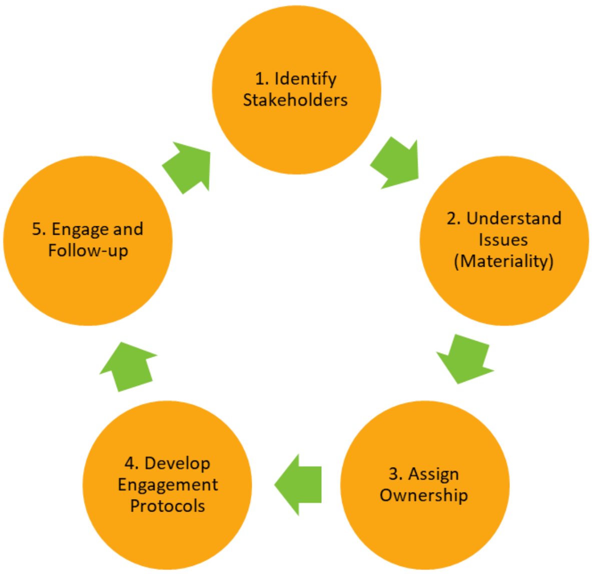


Figure 15.1 - Stakeholder Engagement Model

The stakeholder engagement guidance and processes within this chapter have been adapted from [ARCOPOL – Community Engagement Guidance for Oil and HNS Incidents (2013)]

[9] National Maritime Oil/HNS Spill Contingency Plan (NCP) (2020)

15.1.1 Identify Stakeholders

The foundation of the stakeholder engagement model is the early identification of stakeholders. Whilst some stakeholders will be easily identified and already known, others will not. Relevant stakeholders are those groups and individuals, or organisations that could be affected by the response.

It is important to recognise that proximity (to an event) is not sound basis for stakeholder identification. Some organisations that will become interested in a spill event may be based nationally, or even internationally, but will mobilise personnel in order to gain representation. Additionally, where possible a group or association representing stakeholders should be identified rather than dealing with multiple individual stakeholders with similar needs and or agendas.

The five following attributes can be used as a line of questioning when trying to identify Rosslare Europort's potential stakeholders during a specific oil or HNS spill event:

- **Dependency** – those who are directly or indirectly dependent on Rosslare Europort or those whom Rosslare Europort is dependent upon for operation.
- **Responsibility** – those to whom Rosslare Europort has, or in the future may have, legal operational, commercial, or moral/ethical responsibilities.
- **Tension** – group or individuals who need immediate attention about financial, wider economic, social or environmental issues.
- **Influence** – those who can have an impact on strategic or operational decision making.
- **Diverse Perspectives** – those whose different views can lead to a new understanding of the situation and identification of unforeseen opportunities.

The allocation of these attributes forms step 1 of the stakeholder engagement model and worksheet in Figure 15.1 and Chapter 15.1.6 respectively.

15.1.2 Understand Issues (Materiality)

The next stage is to identify potential issues or concerns regarding the spill incident for each respective stakeholder. This can be done in isolation, but best-practice is to work collaboratively and in consultation with the identified stakeholders to identify and rank their concerns.

Stakeholders concerns can be categorised into 12 main areas:

- **Health** – concerns for critical human wellbeing and condition;
- **Safety** – concerns for the safety of individuals or groups;
- **Environment** – concerns for environmental receptors;
- **Trust** – concerns regarding their trust in the organisation or response;
- **Information** – concerns regarding a lack of supply of clear information and data;
- **Economics** – concerns for the financial implications of the spill;
- **Legal** – concerns for the legal or litigious implications of the spill;
- **Process** - concerns regarding the handling or procedural pathway of the spill response;
- **Livestock / Pets** – concerns for their animals;
- **Compensation** – concerns for the supply of adequate compensation;
- **Land Access** – concerns over the use of their land or facilities for access; and

- **Other** – concerns other than those previously covered.

The identification and recording of these concerns forms step 2 of the stakeholder engagement model and worksheet in Figure 15.1 and Chapter 15.1.6 respectively.

15.1.3 Assign Ownership

Various members of Rosslare Europort's IMT may have particular knowledge, skills, authority, resources and pre-existing relationships with the identified stakeholders that will make engagement more affective. These individuals should be clearly identified and assigned to each party respectively.

The identification and signalling of these individuals forms step 3 of the stakeholder engagement model and worksheet in Figure 15.1 and Chapter 15.1.6 respectively.

Whilst during a significant Tier 3 spill the IRCG will maintain overall ownership of the response process and subsequent stakeholder engagement, the identified individuals may make themselves known to assist as Liaison's this process.

15.1.4 Develop Engagement Protocols

Following the early identification of stakeholders, potential issues and suitable liaison individuals, the next step is to define engagement protocols and the level of engagement for each relevant stakeholder. This can range from a passive (no engagement), to empowered (delegated decision-making). Table 15.1 details the various levels of stakeholder engagement and should be consulted when capturing the stakeholder engagement process during step 4 of the stakeholder engagement model and worksheet in Figure 15.1 and Chapter 15.1.6 respectively.

Table 15.1 - Levels of Stakeholder Engagement

Level	Goal	Communication	Nature of Relationship	Engagement Approaches
Passive	No goal. No engagement.	No active communication	No relationship.	Stakeholder concern expressed via protest, letters, media etc.
Monitor	Monitor Stakeholder views.	One-way: stakeholder to company.	No relationship.	Media and internet tracking or second hand reports.
Inform	Inform or educate stakeholders.	One-way: company to stakeholder.	Short- or long-term relationship – "we will keep you informed"	Bulletins, letters, reports and presentations.
Transact	Work together in a contractual relationship.	Limited two-way. Setting and monitoring performance according to terms of contract.	Relationship terms set by contractual agreement.	Public or Private partnerships' and Private Finance Initiatives,
Consult	Gain information and feedback from stakeholders to inform decisions made internally.	Limited two-way. Company asks questions and the stakeholders answer.	Short- or long-term involvement "We will keep you informed, listen to your concerns, consider your insights, and provide feedback on our decision."	Surveys, focus groups, assessments, meetings and workshops.

Level	Goal	Communication	Nature of Relationship	Engagement Approaches
Involve	Work directly with stakeholders to ensure that their concerns are fully understood and considered in decision making.	Two-way. or multi-way between company and stakeholders. Learning takes place on both sides. Stakeholders and company act individually.	May be one-off or longer-term engagement. "We will work with you to ensure that your concerns are understood, to develop alternative proposals and to provide feedback about how stakeholders views influenced the decision making process".	Multi-stakeholder forums. Advisory panels. Consensus building processes. Participatory decision making processes.
Collaborate	Partner with or convene a network of stakeholders to develop mutually agreed solutions and joint plan of action	Two-way, or multi-way between company/ies and stakeholders. Learning, negotiation, and decision making on both sides. Stakeholders work together to take action.	Long-term. "We will look to you for direct advice and participation in finding and implementing solutions to shared challenges."	Joint projects, voluntary two-party or multi-stakeholder Initiatives, Partnerships.
Empower	Delegate decision- making on a particular issue to stakeholders.	New organisational forms of accountability: stakeholders have formal role in governance of an organisation or decisions are delegated out to stakeholders.	Long-term. "We will implement what you decide."	Integration of Stakeholders into Governance Structure. (e.g., as members, shareholders or on particular committees etc.)

15.1.5 Engage and Follow-Up

As indicated in Figure 15.1, the engagement process with some if not all stakeholders, should be a continuous process that begins pre-incident and continues, in the event of a spill, after the response operations have been completed.

The level of engagement should be constantly reviewed to ensure it is appropriate in terms of content, level of authority and the representative agency/group. Noting a suitable point for follow-up forms step 5 of the stakeholder engagement worksheet in Chapter 15.1.6.

15.1.6 Stakeholder Engagement Worksheet

The following worksheet should be used by Rosslare Europort's IMT to establish a stakeholder engagement process following the occurrence of an oil or HNS spill. The worksheet should be populated in consultation with Figure 15.1 and subsequent step specific information within Chapters 15.1.1 - 15.1.5.

Stakeholder	1. Identification Attributes					2. Concerns												3. Ownership	4. Engagement Protocols								5. Engage and Follow-up	
	Dependency	Responsibility	Tension	Influence	Diverse Perspectives	Health	Safety	Environment	Trust	Information	Economics	Legal	Process	Livestock / Pets	Compensation	Land Access	Other	Liaison (Initials)	Remain Passive	Monitor	Inform	Transact	Consult	Involve	Collaborate	Empower	Engagement	Follow Up (MM:HH//DD/MM/YY)
Example (Oil Spill Response Organisation)	☒	☒	☐	☒	☐	☒	☒	☒	☐	☐	☒	☐	☐	☐	☐	☐	☐	PL	☐	☐	☐	☐	☐	☐	☐	☒	☒	02/03/21
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15.2 Media Protocols

The media are a specialist fraction of the identified stakeholders for which special arrangements, preparation and engagement should be planned.

The media, both television and radio, will be invaluable in the overall stakeholder engagement and management process through their ability to communicate information from the IMT to other valuable stakeholder's and wider members of the community.

Following an emergency, increased media interest and activity should be anticipated, and it is imperative that all agencies are engage in a shared, consistent, media strategy.

Rosslare Europort personnel and assisting agencies operating at the scene/onshore will most likely be exposed to intense media activity, with the media seeking immediate statements, information and access. As a rule, media statements should be coordinated and issued jointly by agencies, maximising and prioritising available information. Coordination of these activities will involve gathering and linking the available information from all the response agencies as appropriate.

It is likely that the structure for such coordination will take some time to establish, therefore the initial activity of the IMT and on-scene personnel will be to utilise the holding statement in Chapter 15.2.1 until a coordinated media response strategy is established.

This Chapter has been prepared in conjunction with '[A Framework for MEM: Guidance Document 5: A Guide to Working with the Media'] as stated in the NCP.

15.2.1 Initial Holding Statement

Following an oil or HNS spill incident, media statements will be required, the holding statement below should be issued to all personnel receiving media calls or requests in the initial stages of the response. The holding statement is a pre-agreed statement and should only be issued when asked about the incident.

Rosslare Europort can confirm there was an incident at ***(INSERT LOCATION)*** which occurred at ***(INSERT TIME AND DATE)***.

Rosslare Europort has activated our response procedures and is coordinating the support services and contacting all relevant authorities.

Safety of personnel is the top priority whilst efforts are made to protect the environment and assist in resolving the situation. Further information will be made available as soon as possible.

ENDS

15.2.2 General Media Guidance

The following guidance should be followed by all Rosslare Europort personnel involved in the management or response to an oil or HNS spill incident and should be relayed by the Media Liaison accordingly:

- Do not to discuss the incident or post images on social media sites, Twitter, Facebook, YouTube, LinkedIn etc; and

- If any members of the management or response teams are approached by the media to give impromptu, or planned press statements they must remember the following rules:
  - Take your time in responding;
  - Never make assumptions;
  - Never make promises which can't be delivered;
  - Do not be drawn into speculation; and,
  - Give a brief response.

15.2.3 Structured Media Involvement

Following the initial occurrence of an incident, Rosslare Europort will set to establish a media liaison within their IMT. It is their role to coordinate Rosslare Europort's media response, supporting the IRCG and DTTAS media officers dependant on the severity of the spill.

Rosslare Europort's Media Liaison should specifically set to coordinate their media response in conjunction with 'A Framework for MEM: Guidance Document 5: A Guide to Working with the Media' to ensure media communications are coordinated and aligned.

Coordinated and timely release of information and interaction with the media in a structured fashion will define the movement of media engagement from a reactive action to a proactive function of the spill response.

All press releases and scheduled media interactions should be overseen by the Corporate Communications Manager:

Barry.kenny@irishrail.ie +353 87 2381224

The organisation and coordination of frequent press releases, conferences and interviews should set to address the known facts of the incident:

- Where it happened;
- When it happened;
- What happened;
- If any known injuries occurred;
- Known damage to the environment;
- Response strategies implemented; and,
- The current situation.

All media statements should be dated, timed, and relay Rosslare Europort's main concerns which are safety, duty to local communities and stakeholders, and the environment. Before press statements are released, they must be signed off by the IC and Corporate Communications Manager.

16 Financial Management Protocols

The Harbour Master has the financial authority for expenditure relating to routine operational and maintenance requirements within the agreed budget.

Financial Authority is set as agreed in the public procurement process and guidelines, after which point, authority shall be sought from the finance department within Iarnród Éireann.

This Chapter should be read in conjunction with Chapter 12 and Chapter 17 due to the interconnectivity between their contents.

16.1 Procurement of Services & Payment of Contractors

The procurement of services during an incident will adhere to the standard Rosslare Europort service procurement protocols, as followed during the procurement of both the Tier 2 response contract, and waste management contracts captured in Annex 3. As stipulated above, the Harbour Master will have financial authority for the expenditure relating to the procurement of services if it is within the agreed annual budget. However, if the Harbour Master is unable to approve the procurement of services due to financial restraints, the Human Resources and Finance manager can approve additional expenditure. Should additional services be required which fall outside the financial authority of the Human Resources and Finance Manager, it is likely that the company's insurers will be contacted to ensure the demand for the procurement of services is following an incident.

Additional expenditure must be agreed by the Human Resources and Finance Manager:

Paul.bonar@irishrail.ie +353 87 6296826

16.2 Financial Authorities & The Compilation of Claims

As stipulated above, the internal financial authority for Rosslare Europort is the Finance and Human Resources Manager within Iarnród Éireann, who has control over financial matters above the authority of the Harbour Master. Ultimately, any spill within Rosslare Europort's area of functional remit will fall upon their internal financial authority initially to release funds following any incident on site.

Additionally, if a spill occurs as a result of a tenant or external party and costs are incurred to Rosslare Europort, funds will be recuperated as per the 'Polluter Pays' principle which defines the financial responsibility of an incident as the polluter (likely to be a tenant within the harbour), they will therefore assume financial control of the incident through their own internal financial management protocols and/or insurance.

Production of evidence through sampling (Chapter 12), and efficient documentation procedures (chapter 17) ensure that any cost incurred by Iarnród Éireann can ultimately be recuperated through either mutual agreement with the polluter, or through legal action between the two parties.

16.3 Cost Recovery

Cost recovery will be of fundamental importance to any local authority potentially affected by spill events. Initially, the cost of any clean-up operation will fall upon the bodies undertaking them.

Cost recovery can be considered at three levels:

- larger spill events where owners have cover provided by P&I or IOPC claims,
- small vessels/pleasure craft/facilities with their own insurance, and
- vessels/pleasure craft with no insurance.

It is likely in the case of larger spill events that there will be one of two insurers in attendance at the scene, representing the insurers of the parties thought likely of being responsible for the spill event. If they aren't the P&I Club the claim will be lodged against the IOPC Fund.

In general, the IOPC is for the large tier 3 tanker centred events and P&I represent the smaller vessels.

In dealing with any pollution incident, it is recommended that a review of the legislative basis to pursue incurred costs is undertaken, in order to identify the correct procedures that should be followed.

16.3.1 1992 Civil Liability Convention – Claiming from Ship Owners

Ship owners are obligated to maintain insurance to cover their liability. Claims for compensation for oil pollution damage may be brought against the owner of the ship which caused the damage (or his insurer) under the 1992 Civil Liability Convention. Normally the insurer will be one of the Protection and Indemnity Associations (P & I Clubs) which insure the third- party liabilities of ship owners. The convention sets out liability limits based on ship sizes.

Those suffering oil pollution damage not fully compensated under the 1992 Civil Liability Convention may be compensated by the 1992 Fund described below.

16.3.2 IOPC Fund/1992 Fund

The 1992 Fund provides compensation for damage from oil pollution which occurs as a result of spills of persistent oil from tankers in States which are Members of the Organisation. It is a worldwide intergovernmental organisation.

Persistent oil includes crude oil, fuel oil, heavy diesel oil and lubricating oil. Spill damage caused by non-persistent oil (such as gasoline, light diesel oil and kerosene), is not compensated under the Conventions. The Convention covers incidents in which persistent oil has been discharged or escaped from a sea-going vessel which was constructed or adapted to carry oil in bulk as cargo (normally a tanker).

A claimant can be anyone who has suffered pollution damage in a Member State of the 1992 Fund. They may be private individuals, partnerships, companies, private organisations or public bodies, as well as States or local authorities.

Claims should be submitted to the following address:

International Oil Pollution Compensation Fund 1992 (1992 Fund),

Portland House, Bressenden Place, London, SW1E 5PN, United Kingdom.

Telephone: +44 (0)2075927100

Fax: +44 (0)20 7592 7111

Claims should be made in writing (including fax/electronic mail). They should be presented clearly. The facts and the supporting documentation presented with the claim should be sufficiently detailed to allow assessing the amount of the damage. All items of a claim must have associated evidence by way of an invoice or other supporting documentation, such as work sheets, explanatory notes, accounts and photographs. The claimants are responsible for the submission of evidence to support their claims.

16.3.3 Bunker Spills Convention

The Bunker Spills Convention seeks to ensure that adequate compensation is promptly available to persons, not otherwise compensated under the 1992 CLC, who suffer damage or are required to clean-up as a result of spills of ships' bunker oil. The IMO Convention entered into force on 21 November 2008.

16.3.4 HNS by Sea Convention

In 1996 the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention) was adopted, but it has yet to enter into force.

Detailed guidance on the compensation and liability regime, explicitly the claims procedure can be found in the IOPC Funds' Claims Manual.

The HNS Convention is based on the CLC and Fund Convention. Thus, the ship-owner (and their P&I insurer) will be strictly liable to pay the first tier of compensation, whereas the second tier will come from a fund that is levied on cargo receivers in all Contracting States on a post-event basis.

16.3.5 Other Vessels / Craft

Contact should be made with the Ships Agent or Registered Owner in the instance of smaller vessels, craft and inland facilities that are not within the P&I and IOPC schemes.

They should be notified of the incident and advised of the details and of the intention to recover costs. It should be advised that their insurers should be notified by them.

17 Documentation Procedures

This chapter details how incident information and data will be captured, consolidated, displayed and archived by Rosslare Europort during the event of an oil or HNS spill.

The documentation, forms and display boards refenced throughout this chapter can be found in Annex 6.

17.1 Document Production and Supply

Figure 17.1 provides an account of how the different ICS functional areas will compile and retain documentation for further action and review.

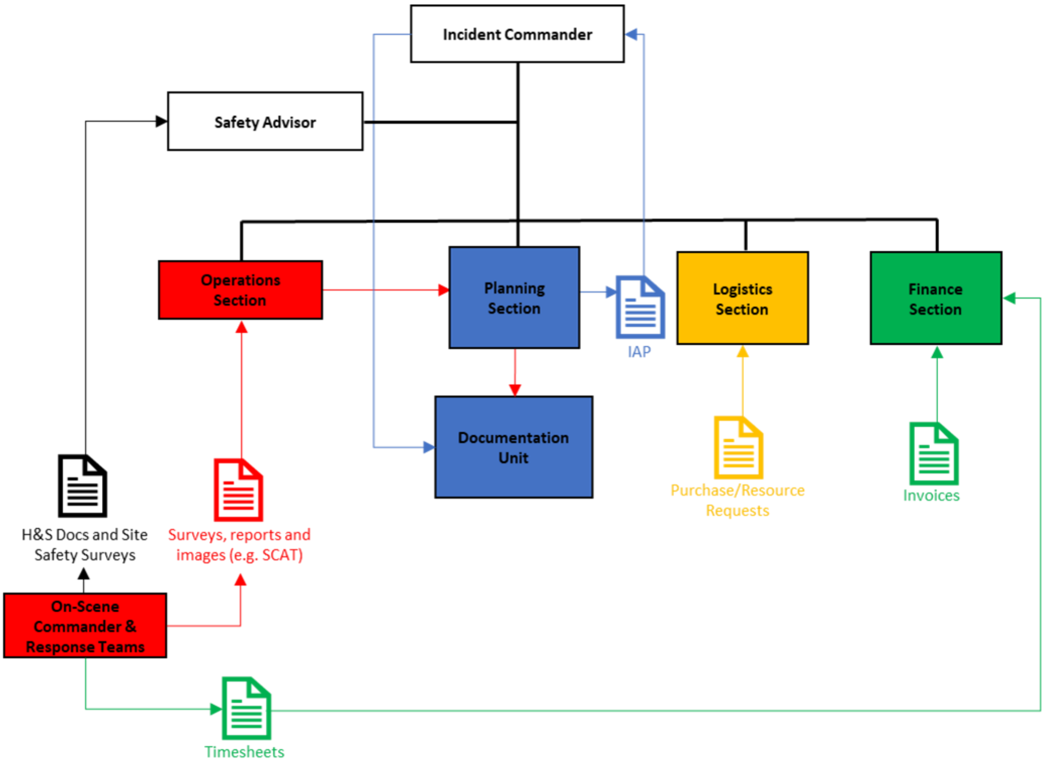

Figure 17.1- Document Control Procedures Throughout a Pollution Response

The documentation should go through Rosslare Europort's document control system for retention and future referral. Documentation will be kept for claims purposes and incident response debriefs and assessments.

17.2 Information and Data Display

The situational display boards shown in Figure 17.2 should be placed on available wall space within the Command Room upon activation of the IMT. The situational display boards are critical in sharing incident information and ensuring situational awareness.

It is the responsibility of the Situation Unit Lead to ensure that the situation boards display accurate up to date information on the incident.

Figure 17.2 - Example Situational Display Board Layout

The situation displays on the left of the situation map present information on the incident. The situation displays on the right of the situation map present information on the status of spill response operations.

ANNEXES

Annex 1 – Contact List

EMERGENCY SERVICE CONTACTS		
Ambulance Service	T	1800 499199
Customs	M	087 2418611
Irish Coast Guard	T	01 6620922
RNLI	M	087 2418968
Wexford Fire Service	T	053 9176329
Wexford Garda	T	053 9165200

LOCAL OIL SPILL CONTACTS		
Harbour Master	M	087 2598536
Relief Harbour Master	M	087 2598535
Port Technical Officer	M	087 2893202
Maintenance Foreman	M	087 2807187
Marine Officer, Wexford Co. Council	M	087 0507071
Harbour Master, Port of Waterford	M	087 2224961
Ambipar Response Limited [Tier 2]	M	+44 8700 73776673
Oiled Wildlife Response Network	T	087 620 1270

WASTE OIL CONTACTS		
Inver Energy	M	087 2654864
Enva Ireland Ltd	T	057 8678600
	M	087 2508018
Rilta Environmental Ltd.	T	01 4018000
Greenstar	T	01 829 8992
Panda	T	1890 626262

TUG /WORKBOAT CONTACTS					
TRAMONTINE	17t BP Twin-screw	Waterford	12hrs	M	086 1727502
INGLEBY CROSS	13.8t BP Twin Voith-Schneider	Waterford	12hrs	M	086 8232739

<table>
<tr><td>HUSKY</td><td>10t BP Twin-screw Anchor Handling & Towing</td><td>Wicklow</td><td>8hrs</td><td>M</td><td>087 2898616</td></tr>
<tr><td>Irish Sea Contractors Ltd</td><td rowspan="2">Workboats/Mini Tugs</td><td>Rosslare</td><td>3hrs</td><td>M</td><td>087 2565271</td></tr>
<tr><td>Marine Specialists Ltd</td><td>Foulksmills</td><td>3hrs</td><td>M</td><td>087 2459632</td></tr>
<tr><td>Local Fishing Vessels</td><td>As per ISPS authorised list</td><td>Small Boat Harbour</td><td>1hr</td><td colspan="2">As per Approved Fishing Vessel and Small Boat List</td></tr>
</table>

Annex 2 – Certifications of Employees

Irish Coast Guard

This is to certify

Anthony Corish

Has successfully completed the following course

OPRC OSR 1 (IMO Equivalent) Endorsed Distance Learning Course

Designed for all on scene supervisors who will lead or supervise oil spill response operational activities at ports and harbours and those required to conduct shoreline spill response.

Presented by

Ambipar Response Ltd

6th September 2021

ACCREDITED BY The Nautical Institute

ambipar response

Course Director John Tulloch

Certificate No. 841/10737

Authorising Signature

Date of Issue: 9th September 2021

Irish Coast Guard

This is to certify

Brian Cloney

Has successfully completed the following course

OPRC OSR 1 (IMO Equivalent) Endorsed Distance Learning Course

Designed for all on scene supervisors who will lead or supervise oil spill response operational activities at ports and harbours and those required to conduct shoreline spill response.

Presented by

Ambipar Response Ltd

6th September 2021

ACCREDITED BY The Nautical Institute

ambipar response

Course Director John Tulloch

Certificate No. 841/10739

Authorising Signature

Date of Issue: 9th September 2021

Irish Coast Guard

This is to certify

Joe Quirke

Has successfully completed the following course

OPRC OSR 1 (IMO Equivalent) Endorsed Distance Learning Course

Designed for all on scene supervisors who will lead or supervise oil spill response operational activities at ports and harbours and those required to conduct shoreline spill response.

Presented by

Ambipar Response Ltd

6th September 2021

ACCREDITED BY The Nautical Institute

ambipar response

Course Director John Tulloch

Certificate No. 841/10744

Authorising Signature

Date of Issue: 9th September 2021

Irish Coast Guard

This is to certify

Danny Ennis

Has successfully completed the following course

OPRC OSR 2 (IMO Equivalent) Endorsed Distance Learning Course

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

13th September 2021

ACCREDITED BY The Nautical Institute

ambipar response

Course Director Curtis Wilson

Authorising Signature

Certificate No. 842/10770

Valid for 3 years from date of issue

Date of Issue: 16th September 2021

Irish Coast Guard

This is to certify

Gary Walsh

Has successfully completed the following course

OPRC OSR 2 (IMO Equivalent) Endorsed Distance Learning Course

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

13th September 2021

ACCREDITED BY The Nautical Institute

ambipar response

Course Director Curtis Wilson

Authorising Signature

Certificate No. 842/10769

Valid for 3 years from date of issue

Date of Issue: 16th September 2021

Irish Coast Guard

This is to certify

Tom Curran

Has successfully completed the following course

OPRC OSR 3 Refresher (IMO Equivalent)

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

5th September 2024

ACCREDITED BY The Nautical Institute

ambipar response

Course Director: Glenn Hill

Certificate No. 1178/13745

Valid for 3 years from date of issue

Authorising Signature

Date of Issue: 5th September 2024

Irish Coast Guard

This is to certify

John Murphy

Has successfully completed the following course

OPRC OSR 3 Refresher (IMO Equivalent)

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

5th September 2024

ACCREDITED BY The Nautical Institute

ambipar response

Course Director: Glenn Hill

Certificate No. 1178/13746

Valid for 3 years from date of issue

Authorising Signature

Date of Issue: 5th September 2024

Irish Coast Guard

This is to certify

Margaret Gleeson

Has successfully completed the following course

OPRC OSR 3 (IMO Equivalent)

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

2nd - 4th September 2024

ACCREDITED BY The Nautical Institute

ambipar response

Course Director: Glenn Hill

Certificate No. 1177/13737

Valid for 3 years from date of issue

Authorising Signature

Date of Issue: 4th September 2024

Irish Coast Guard

This is to certify

Liam Pettit

Has successfully completed the following course

OPRC OSR 3 (IMO Equivalent)

Designed for all managers/supervisors who will lead or supervise oil spill response teams and those with support responsibilities within an incident command or emergency team

Presented by

Ambipar Response Ltd

2nd - 4th September 2024

ACCREDITED BY The Nautical Institute

ambipar response

Course Director: Glenn Hill

Certificate No. 1177/13738

Valid for 3 years from date of issue

Authorising Signature

Date of Issue: 4th September 2024

Rosslare Europort

Record of Staff Briefings

Date	/ May /21	**Time**	:
Type of Briefing	☐ Safety ☐ Security ☐ Operational		
Shift	☐ Red ☐ Blue ☐ Admin ☐ Technical ☐ Security		

Topics	Launch of Boat & Oil Spill Response.
Items Covered	Launch & Recovery of Work Boat. Safety in Boats & on the Water. Use of Oil Spill response equipment

Attendees

#	Name	Signature
1	Thomas O'Rourke	[illegible]
2	TJ CAHILL	TJ Cahill
3	JAMES FORTUNE	James Fortune
4	LIAM REA	[illegible]
5	ALAN O ROURKE	[illegible]
6	P.S. Egan	[illegible]
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Briefing Given by	Tom [illegible]	Signature	[illegible]

Port crew.

Rosslare Europort

Record of Staff Briefings

Date	22/ Nov /21	Time	10:30
Type of Briefing	☑ Safety ☐ Security ☐ Operational		
Shift	☐ Red ☐ Blue ☐ Admin ☐ Technical ☐ Security		

Topics	Launch of Boat & Oil Spill Response.
Items Covered	Launch & Recovery of Work Boat. Safety in Boats & on the Water. Use of Oil Spill response equipment

Attendees

#	Name	Signature
1	JAMES FORTUNE	James Fortune
2	[illegible]	[illegible]
3	TJ CAHILL	TJ CAHILL
4	G Cleese	[illegible]
5	Liam Rey	[illegible]
6	P Egan	[illegible]
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Briefing Given by	TOM [illegible]	Signature	[illegible]

Record of Staff Briefings

Date	28/ Feb /22	**Time**	11:30
Type of Briefing	☑ Safety ☐ Security ☐ Operational		
Shift	☐ Red ☐ Blue ☐ Admin ☐ Technical ☐ Security		

Topics	Launch of Boat & Oil Spill Response.
Items Covered	Launch & Recovery of Work Boat. Safety in Boats & on the Water. Use of Oil Spill response equipment

Attendees

#	Name	Signature
1	James Fortune	James Fortune
2	Colman O'Rourke	
3	PAUL DRUHAN	
4	P.J. Egan	
5	Damian Cummins.	
6	JIM MEYLOR	
7	CIARAN NEWPORT	
8	Liam Rea	
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Briefing Given by	Tom [illegible]	Signature	

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Rosslare Europort

Record of Staff Briefings

Date	*10/ Feb /23*	**Time**	12:00
Type of Briefing	☐ Safety ☐ Security ☐ Operational		
Shift	☐ Red ☐ Blue ☐ Admin ☐ Technical ☐ Security		

Topics	Oil Spill Response – Setting Up & Deployment of Equipment with Port Staff & Ambipar Specialists.
Items Covered	Setting up and Commissioning / Testing of Equipment. All Equipment tested in workshop as per instruction booklet. All Equipment as per Packing List The Oil Booms were inflated with Blower & filled with water using Pump and deployed at the port slipway to contain any simulated Spill (Towing Bridal not Delivered). The Skimmer was connected via Hydraulic Hose & Waste Oil Return Hose to Hydraulic Pack & Water Pump. The Skimmer was deployed into the water to simulated affected area. The Waste Oil Return Hose from the Pump was connected to an IBC Container. The Hydraulic Power Pack & Water Pump were started, the Skimmer Discs started to rotate resulting in potential oil being deposited in the collection tray. The Potential Oil was sucked from the collection tray through the waste Oil Return Hose to Hydraulic Pack & Water Pump and collected in the IBC. Absorbent Sausage Booms & Pads were also deployed at slipway to prevent oil in the event of a spill reaching the shoreline.

Attendees

#	Name	Signature
1	John Murphy	
2	Tom [illegible]	
3	Danny [illegible]	
4	JOHN ALLAM	
5	P.J. Egan	
6	TOM DEMPSEY	

Briefing Given by	Tom [illegible]	Signature	

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Rosslare Europort

7	Shane Egan	[illegible]
8	Joe Wasper	[illegible]
9	STEVEN HANNA	[illegible]
10	Micheal O'Sullivan	[illegible]
11	Ciaran [illegible]	[illegible]
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Briefing Given by	Tom [illegible]	Signature	[illegible]

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Course Attendance Sheet

Course: Commissioning & Response Course.
Course Number:
Venue: Rosslare
Date: 10-2-23

Print Name	Signature	Date of Birth	Company
Gerard Newport		16-01/1970	Irish Rail.
Tom Curran.		24.05-74	Irish Rail
Sean Murphy		10/2/23	Irish Rail.
Danny Ennis		23/8/86	Irish Rail.
Tom Dempsey		11/9/68	IMAC.
P.J. Egan		14/2/82	Irish Rail
Shane Egan		2-14/83	Roadie Avg
Michael O'Sullivan		27/07/86	I Rail

For the Attention of the Trainer, please return to: Ann Frank, Training Co-ordinator, Ambipar Response, The MPSC, Milford Haven, Pembrokeshire, SA73 3AQ. Tel: Email:Ann.frank@Ambipar.com

Rosslare Europort

Record of Staff Briefings

Date	20 / Mar /23	Time	10:00
Type of Briefing	☐ Safety ☐ Security ☐ Operational		
Shift	☐ Red ☐ Blue ☐ Admin ☐ Technical ☐ Security		

Topics	Oil Spill Response – Table Top exercise. Run through of procedures in the event of an Oil Spill in the Port.
Items Covered	On discovery of an Oil Spill. Notify the relevant persons ASAP. Notify Oil Spill Response Team. Setting up / Oil Response Equipment. The On Duty harbour Master will notify the IRCG (POLREP). Notify Wexford County Council, Environmental Protection Agency. Mobilise Tier 2 / 3 Response (Ambipar), Notify Iarnrod Eireann Crisis Management Team. Notify all stake holders in the Port. Fill out Initial Incident Notification Form and send to response.sitrep@ambipar.com The Oil Spill Management team will deploy the Oil Spill Equipment. Fill Oil Booms with Air Blower & filled with water using Pump and deploy at the port slipway to contain any simulated Spill. Connect the Skimmer via Hydraulic Hose & Waste Oil Return Hose to Hydraulic Pack & Water Pump. Deploy Skimmer into the water to simulated affected area. Connect Waste Oil Return Hose from the Pump to an IBC Container. Start Hydraulic Power Pack & Water Pump, the Skimmer Discs will start to rotate resulting in potential oil being deposited in the collection tray. The Potential Oil will be sucked from the collection tray through the waste Oil Return Hose to Hydraulic Pack & Water Pump and collected in the IBC. Absorbent Sausage Booms & Pads would also be deployed at slipway to prevent oil in the event of a spill reaching the shoreline.

Attendees

#	Name	Signature
1	LIAM PIZTTIT	Liam Pettit
2	CIARÁN NEWPORT	Ciarán Newport

Briefing Given by	TOM CURRAN	Signature	T Curran

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Rosslare Europort

3	John Murphy	Murphy
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Briefing Given by	Tony Curran.	Signature	[illegible]

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Annex 3 – Equipment and Resources

Tier 1

Personnel	
As per Annex 2	
Resources	
Quantity	**Resource**
80ft	8 x 8” Sorbent boom
80ft	16 x 5” Sorbent boom
400	Sorbent pads
150m	Sorbent roll
2	Pack of 50 oily waste bags and ties
1	Coil of 6mm polyprop rope
1	Oil Sample Kit
6	Full Personal Protective Equipment
1	Container
50m	Shore Sealing Boom
50m	Tube and Skirt Boom
1	Vikoma Komara Midi 2 (Skimmer) and Integrated Pump
1	Spate Pump
1	GP-10 Powerpack
Assorted	IBC

Tier 2 (4-6 Hours)

Resources	
Quantity	**Resource**
1	Vikoma Komara 12K Oleophillic disk skimmer 3”
1	Dragonfly stainless steel weir skimmer 2”
1	Lamor Minimax 12 Oleophillic brush skimmer 2”
1	Vikoma Delta weir skimmer 2”
1	Desmi Helix 160 Oleophillic brush skimmer
1	Vikoma Komara 20K Oleophillic disk skimmer 3”
2	Vikoma diesel driven powerpack with built in spate pump 3”
1	Desmi Helix Powerpack
1	Vikoma diesel driven powerpack with built in spate pump 3”
3	Honda water pump 2” (20m3/hour)
2	Salvage pumps 2” (25m3/hour)
1	Sandpiper air driven Wilden pump 2” (Buna Internals)
1	Selwood diesel driven spate pump 3” (30m3/hour)
1	Honda water pump 2” (20m3/hour)
1	Vikoma sea sentinel 10x25m on manual reel (250m) trailered

6	Vikoma shore guardian 6x15m lengths (90m)
6	Vikoma shore guardian 6x20m lengths (120m)
9	Vikoma sea sentinel 9x10m lengths (90m)
1	Single Vessel Side Sweep System for use in Harbours/Nearshore
1	Fence booms suitable for small rivers/streams (30m)
1	Fence boom on Manual Reel (50m)
10	Harbo T6 15m Cartridges
2	Vikoma sea sentinel 2x10m lengths (20m)
2	Vikoma sea sentinel 2x20m lengths (40m)
4	Vikoma shore guardian 4x20m lengths (80m)
2	Fastank 2000 10m3 temporary storage tank
2	Fastank 5 5m3 temporary storage tank
1	Fastbund 1mx2m 500litre temporary storage bund
1	Floating oil storage tank 10m3
15	UN approved salvage drums for oil/chemical (320litre)
1	Fastank 2000 10m3 temporary storage tank
1	UN approved salvage drums for oil/chemical (320litre)
30	3m x 20cm oil sorbent boom (Packs)
8	Pom Poms sorbent (Packs)
4	Oil pads (packs)
18	Small oil roll
12	Large oil roll
50	Sorbent granules (oil/chemical)
5	Small Chemical roll
6	Chemical pads (Packs)
3	7.5cm x 3m Chemical sock (Packs)
5	3m x 20cm chemical sorbent boom (Packs)
1	Oil pads (packs)
1	3m x20cm oil sorbent boom (Packs)
3	Drager PA-90+ Breathing Apparatus Sets
4	Cylinders (300bar) for Breathing Apparatus Sets
3	Drager Xplore 6300 Full Face Respirators
2	Honeywell BW MicroClip XL Gas Monitors (02, CO, H2S, LEL)
1	Range of Hazmat/HNS ancillary PPE including Dupont Tychem F & Tychem C suits, Hazmax Chemical Wellingtons, Selection of Gloves including (PVA, Neoprene, Solvex, Chemtech, Polychem, Snorkel, Barrier) and ABEK filters for respirators.
2	Honda handheld boom inflator
2	Tow bridles for boom (Unicon)

8	15/20kg anchor sets
2	220m rope sets
1	Inflatable boat
1	Outboard 4hp engine for inflatable boat
16	Floodsax (20sacks per box)
2	Boxes of hazardous waste bags (200 bags)
1	Twin axle IFOR Williams box trailer
3	10m rubber quay mats (boom deployment and recovery protection)
1	Canvas sided twin axle trailer (Recovery trailer)
1	Boxes of hazardous waste bags (200 bags)
1	Backpack boom inflator
2	Tow bridles for boom (Unicon)
2	15/20kg anchor sets
1	10-foot shoreline container package consisting of 8x25m sections of shore guardian boom, 4x25m sections of sea-sentinel boom, 2x Fastank 2000's, 10x 20kg Anchor sets, 2x water pumps, 2x boom inflators and all shoreline package associated ancillaries.
1	Boatspray 100-TS with Afedo Nozzles for vessel mounted dispersant application.
29	1m3 IBC's of Dispersant (All dispersant is listed on the MMO approved list of oil spill treatment products)

Annex 4 – Communication Equipment and Protocols

Types of Communications Anticipated for Incident Management

Effective and timely communication throughout a response can be fundamental in the overall success of the response and critical for sharing situational awareness to all response personnel and response agencies. Figure A shows a preidentified communications plan to be adapted to suit the scope of the response. In addition to the communications plan regular team meetings and briefings will be held to support the dissemination of incident information and prompt a timely transition from the reactive phase to the proactive phase.

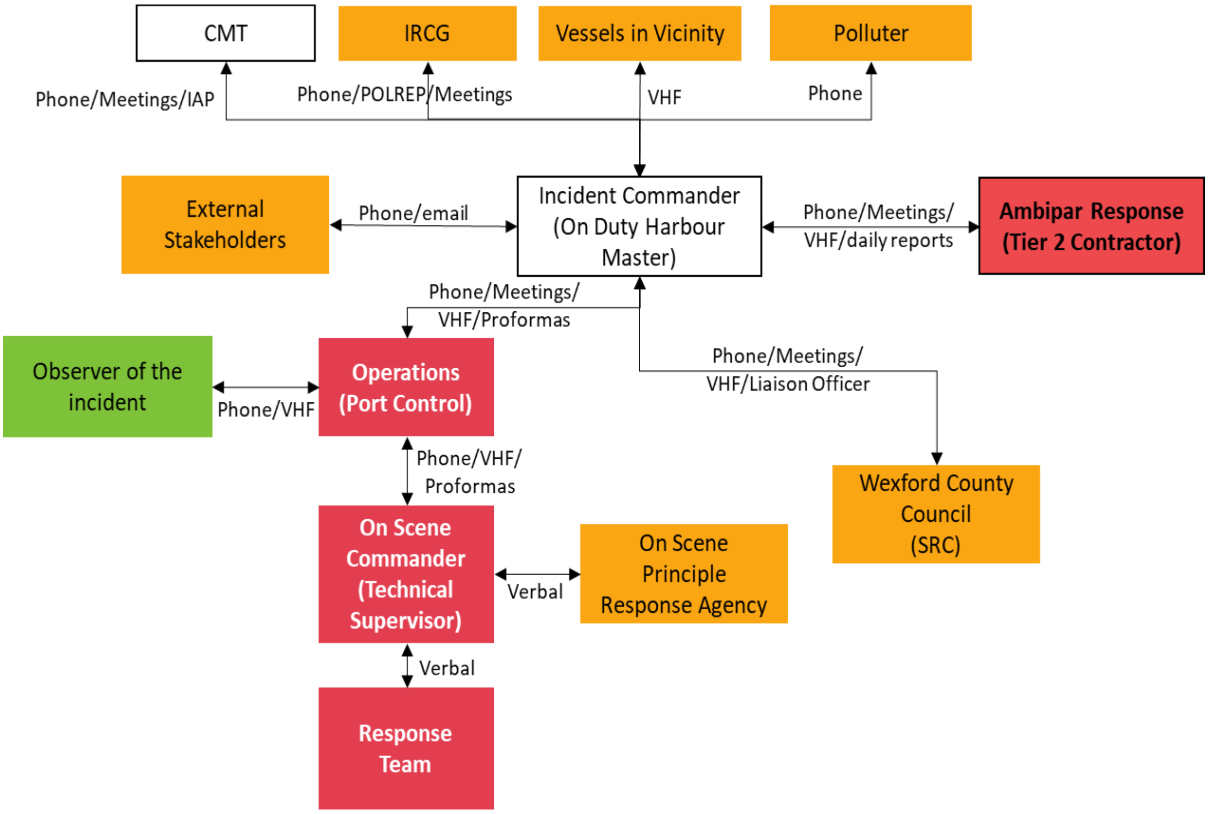

Figure A - Communications Plan

The Emergency Response Centre will have following equipment to ensure the communication.

- A conference table with enough seating for the IMT.
- Telephones, both internal and external direct line.
- TV capable of receiving national and international TV news programmes.
- Radio.
- VHF and UHF radio handsets, with batteries.
- PC or laptop with internet access and adjacent printing facility.
- Adjacent photocopier, fax, shredder.
- Flipcharts, whiteboard and markers.
- Maps and drawings of the council's functional remit.
- Environmental Sensitivity Maps.

Communication with the Broader Emergency Planning Framework

Throughout the response to a major emergency or a significant incident which entails a multi-agency response. Rosslare will appoint a Liaison Officer as necessary to form a direct communication link between the Local Co-ordination Centre and Rosslare Europort IMS.

As Wexford County Council utilise a similar IMS structure when establishing and coordinating a Shoreline Response Centre, Rosslare Europort will recommend establishing a unified command (Figure B) when responding to a significant pollution incident. This will promote the sharing of resources, establishing combined objectives and increase the sharing of incident information.

Upon agreeing to establish a unified command Rosslare Europort IMS will either relocate to the local Co-ordination Centre/Shoreline Response Centre, or alternatively offer to facilitate the unified command at Rosslare Europort.

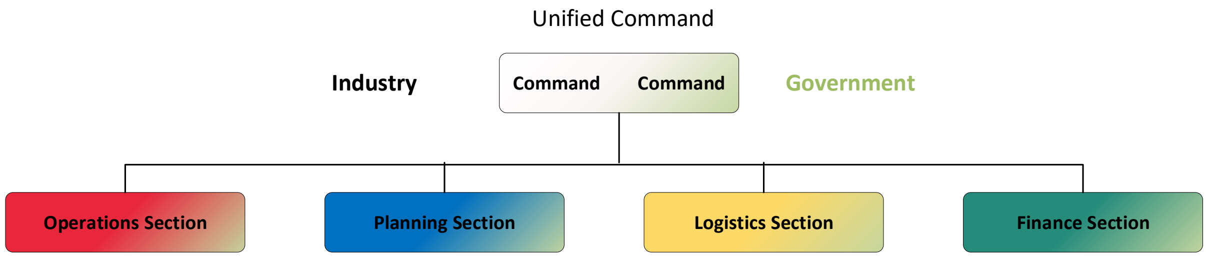

Figure B - Unified Command Structure

Annex 5 – Service Contracts and MOUs

LEHANE ENVIRONMENTAL

ambipar response

This is to Certify

Rosslare Europort

Has contracted Ambipar Response ltd for

Tier 2 Response - Oil Pollution Preparedness, Response and Co-operation (OPRC) and ad-hoc and the provision of Waste Management Services

For the period 1st October 2024 – 30th September 2025

Signed on Behalf of Ambipar Response Ltd

UKSpill ASSOCIATION

www.ambipar-response.com

ambipar GROUP

Annex 6 – Incident Command Forms

Incident Action Plan Components

INCIDENT OBJECTIVES (202)	
1. Incident Name	**2. Operational Period (Date/Time)** From: To:
3. Objective(s)	
4. Operational Period Command Emphasis (Safety Message) **Approved Site Safety Plan Located at:**	
5. Prepared by: (Planning Section Chief)	**Date/Time**

ORGANISATION ASSIGNMENT LIST (ICS 203)	
1.Incident Name	**2.Operational Period:** Date From: Date To: Time From Time To:
3.Incident Commander(s) and Command Staff: IC/UCs Deputy Safety Officer Public Info Officer Liaison Officer	**7.Operations Section:** Chief Deputy Staging Area **Branch** Branch Director
4.Agency/Organisation Representatives: Agency/Organisation Name	Deputy Division/Group Division/Group Division/Group Division/Group Division/Group **Branch** Branch Director
5.Planning Section: Chief Deputy Resource Unit Situation Unit Documentation Unit Demobilisation Unit Technical Specialist	Deputy Division/Group Division/Group Division/Group Division/Group Division/Group **Branch** Branch Director Deputy Division/Group Division/Group
6. logistics Section: Chief Deputy **Support Branch** Director Supply Unit Facilities Unit	Division/Group Division/Group Division/Group **Air Operations Branch** Air Ops Branch Dir
Ground Support Unit **Service Branch** Director Communication Unit Medical Unit Food Unit	**8.Finacnce/Administration Section:** Chief Deputy Time Unit Procurement Unit Comp/Claims Unit Cost Unit
9.Prepared by: Name: Date/Time:	Position/Title: Signature:

FIELD ASSIGNMENT (204)				
1.Event	2.**Operational Period (Date/Time)** **From: To:**			3. Branch: Division: Group: Staging Area:
5Resource Assigned:		# of Persons	Contact (e.g., phone, pager, radio frequency etc.	Reporting Location, Social Equipment and Supplies, Remarks, Notes, Information
Resource Identifier	Leader			

6. Work Assignments:

7. Special Instructions:

8.**Communications** (radio and/or phone contact numbers needed for this assignment):	
Name/Function	Primary Contact: Indicate Cell, pager, or radio (frequency/system/channel)

9.Prepared by: Name	Position/Title:	Signature:
	Date/time:	

INCIDENT COMMUNICATIONS PLAN (205)				
1. Incident Name:		**2. Operational Period:** Date From: Time From:	Date To: Time To:	
3. Communications Use:				
Equipment	**Function**	**Channel (Radio Channel, Mobile/Telephone Network, WiFi, External Network etc.)**	**Assignment**	**Remarks**
4. Special Instructions:				
6. Prepared by:	**Name:**	**Position/Title:**	**Signature:**	**Date/Time:**

MEDICAL PLAN (206)		
1. Incident Name	**2. Incident Number**	**3. Operational Period (Date/Time)** From: To:

4. Medical Aid Stations:

Name	Location	Contact Details	Paramedics on Site?

5. Transportation (indicate air or ground):

Ambulance Service	Location	Contact Details

6. Hospitals:

Name	Address	Contact Details	Travel Time (Air)	Travel Time (Ground)	Trauma Centre?	Helipad?

7. Special Medical Emergency Procedures:

6. Prepared by: (Medical Unit Leader)	**Date/Time**

<table>
<tr><th colspan="4">Site Safety Plan (ICS 208)</th></tr>
<tr><td colspan="2">Incident Name:</td><td colspan="2">Operational Period:
Date From: Date To:
Time From: Time To:</td></tr>
<tr><td colspan="4">Safety Message/Safety Plan:</td></tr>
<tr><td colspan="2">Site Safety Plan Required?</td><td colspan="2">Yes ☐ No ☐</td></tr>
<tr><td>Prepared By:</td><td>Name:</td><td>Position/Title:</td><td>Signature:</td></tr>
<tr><td>ICS 208</td><td colspan="3">Date/Time:</td></tr>
</table>

SITREP Template

SITREP		
1. Incident Name:	**2. Incident Number:**	**3. Date/Time Prepared:**
4. Location of Incident:	**5. Organisation:**	
6. Prepared By:	**7. SITREP No:**	

8. Health and Safety Concerns

9. Personnel

Name	Role with Response Structure	Organisation	Location

10. Current and Planned Objectives:

11. Summary of Events Since Last SITREP:

12. Additional Resource Requirements

SITREP
13. Waste Recovered
14. Response overview Chart/Map

15. Resource (Equipment) Summary

Qty	Resource	Resource Location	Date/Time Ordered	In use	Standby	Notes
				☐	☐	
				☐	☐	
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16. Photographs

SCAT Survey Form

SCAT Form			
Incident:			
Site Name:			
Location:			
Surveyor Name:			
Surveyed By:	☐ Foot	☐ Boat	☐ Air
Date:		**Time:**	
A. Weather Conditions			
A1. **Temperature**	☐ Hot	☐ Warm	☐ Cold
A2. **Wind Speed**	☐ High	☐ Moderate	☐ Low
A3. **Wind Direction**			
A4. **Cloud Cover**	☐ High	☐ Moderate	☐ Low
A5. **Precipitation**	☐ High	☐ Low	☐ Non
A6. **Humidity**	☐ High	☐ Moderate	☐ Cold
B. Sea Conditions			
B1. **Wave Height**	☐ High	☐ Moderate	☐ Low
B2. **Sea Dynamics**	☐ Calm	☐ Moderate	☐ Rough
B3. **Tide Times**	Low Water Time		High Water Time
C. Shoreline Features			
C1. **Shoreline Type**	☐ Cliffs	☐ Bedrock	☐ Boulders (> 10 cm)
	☐ Pebbles (1 - 10cm)	☐ Gravel (2mm - 1cm)	☐ Sand
	☐ Mud	☐ Sea Defence	☐ Marsh/Mangrove
	☐ Docks	☐ Other:	
C2. **Shoreline Use**	☐ Commercial	☐ Industrial	☐ Farming
	☐ Public	☐ Recreational	☐ Residential
	☐ Other:		
C3. **Load Bearing**	☐ Firm	☐ Soft	☐ Very Soft
C4. **Shoreline Access**	☐ Metalled Road	☐ Track	☐ Pathway
	☐ Steps	☐ Slipway	☐ Car Park
	☐ Boat	☐ Other:	
D. Ecological			
D1. **Considerations**	☐ Important Habitat	☐ Rare Species	☐ Birds
	☐ Marine Life	☐ Dunes	☐ Breeding Area
	☐ Statutory Designation		
	Description:		

E. Storage/Parking			
E1. **Parking Areas**	☐ Yes	☐ No	
E2. **Equipment/Waste**	☐ Yes	☐ No	
E3. **Security**	☐ Yes	☐ No	☐ Required
	Description:		

F. Sketch of Site

Scale

Points to Remember		**Key**
☐ Key Landmarks	☐ Oil Distribution Bands (A,B,C..)	
☐ Access Points	☐ % Cover	
☐ Zonation (hot, warm, cold)	☐ Slope	
☐ Backshore Features	☐ Scale	
☐ Access restrictions	☐ Operations	
☐ H/L Tide	☐ Subsurface Excavations (1,2,3..)	
☐ Photograph Locations	☐ Welfare	
Pictures taken:	☐ Yes ☐ No	

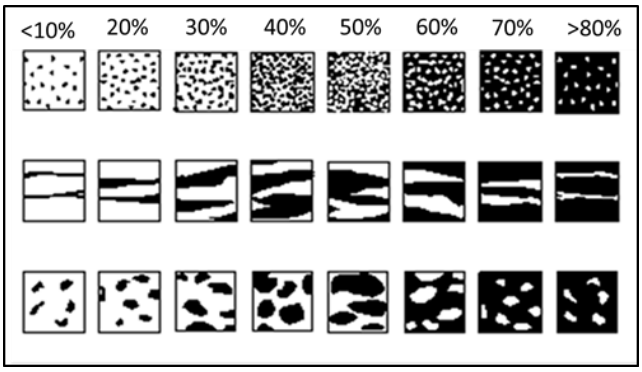
SCAT Form

G. Surface Oiling Record

G1. **Band**	A	B	C	D	E	F
G2. **Area Length**						
G3. **Area Width**						
G4. **Distribution**						
G5. **Thickness**						
G6. **Character**						
G7. **Tidal Zone**						

Surface Oiling Key

G1. **Band**	As depicted on the sketch map with alphabetic identifiers (A,B,C..)
G2. **Area Length**	Length of the oiled area at each zone (m)
G3. **Area Width**	Width of the oiled area at each zone. If there are multiple bands of oil across the shore, the width represents the sum of them (m)
G4. **Distribution**	The percentage of the surface within a band covered by oil, visual estimation below:



G5. **Thickness**

Average or dominant thickness of the oil within an area:

Value	Category	Definition
TO	Thick Oil	> 1cm thick
CV	Cover	1mm - 1cm thick
CT	Coat	0.1mm - 1mm thick (can be scratched off rock with fingernail)
ST	Stain	< 0.1mm thick (cannot be scratched off easily)
FL	Film	Transparent / translucent film or sheen

G6. **Character**

Average or dominant characteristics of the oil within an area:

Value	Category	Definition
FR	Fresh	Unweathered, low viscosity
MS	Mousse	Emulsified
TB/PT	Tar Balls or Patties	Balls <10cm; Patties >10cm
TC	Tar Coat	Weathered coat or cover
SR	Surface Residue	Non-cohesive, oiled surface sediments.
AP	Asphalt Pavement	Cohesive mix of oil & sediment.
NO	No Oil Observed	No oil observed.

G7. **Zone**

Refers to the height of the oil on the shoreline:

US = Upper Shore	MS = Middle Shore	LS = Lower Shore

SCAT Form												
H. Subsurface Oiling Record												
H1. **Pit**	**#1**		**#2**		**#3**		**#4**		**#5**		**#6**	
H2. **Penetration Depth (cm)**												
H3. **Penetration Range (cm)**												
H4. **Concentration**												
H5. **Samples**	Yes ☐	No ☐	Yes ☐	No ☐	Yes ☐	No ☐	Yes ☐	No ☐	Yes ☐	No ☐	Yes ☐	No ☐
H6. **Sample Label**												

Subsurface Oiling Key

H1. **Pit**	As depicted on the sketch map with numeric identifiers (1,2,3..)
H2. **Penetration Depth (cm)**	Depth of the pit used to sample the oil.
H3. **Penetration Range (cm)**	Depth range within the pit used to sample the oil.
H4. **Concentration**	Average or dominant characteristics of the oil within the sample:

Value	Category	Definition
SAP	Subsurface Asphalt Pavement	Cohesive sediment/weathered oil mixture.
OP	Oil-filled Pores	Pore spaces in the sediment matrix filled with oil.
PP	Partially Filled Pores	Pore spaces filled with oil (oil flows out of sediment when disturbed).
OR	Oil Residue	Cover (>0.1 - 1 cm) or Coat (0.01 - <0.1cm) of oil residue on sediments.
OF	Oil Film/Stain	Stain (<0.01 cm) or film oil residue on the sediment surfaces. Non cohesive.
TR	Trace	Discontinuous film or spots of oil on sediments or tackiness with no visible evidence of oil
NO	No Oil	No visible or apparent trace of oil.

H5. **Samples**	Were samples of the sediment taken for further analysis?
H6. **Sample Label**	What was the label code?

I. Summary of Proposed Action

Following the site evaluation what clean up strategy is proposed:

Site Safety Operational Form

Site Safety Operational Form				
Incident:				
Site Name:				
Location:				
Surveyor Name:				
Surveyed By:	☐ Foot	☐ Boat	☐ Air	
Date:		**Time:**		
A. Weather Conditions				
A1. **Temperature**	☐ Hot	☐ Warm	☐ Cold	
A2. **Wind Speed**	☐ High	☐ Moderate	☐ Low	
A3. **Wind Direction**				
A4. **Cloud Cover**	☐ High	☐ Moderate	☐ Low	
A5. **Precipitation**	☐ High	☐ Low	☐ Non	
A6. **Humidity**	☐ High	☐ Moderate	☐ Cold	
B. Sea Conditions				
B1. **Wave Height**	☐ High	☐ Moderate	☐ Low	
B2. **Sea Dynamics**	☐ Calm	☐ Moderate	☐ Rough	
B3. **Tide Times**	Low Water Time		High Water Time	
C. Shoreline Features				
C1. **Shoreline Type**	☐ Cliffs	☐ Bedrock	☐ Boulders (> 10 cm)	
	☐ Pebbles (1 - 10cm)	☐ Gravel (2mm - 1cm)	☐ Sand	
	☐ Mud	☐ Sea Defence	☐ Marsh/Mangrove	
	☐ Docks	☐ Other:		
C2. **Shoreline Use**	☐ Commercial	☐ Industrial	☐ Farming	
	☐ Public	☐ Recreational	☐ Residential	
	☐ Other:			
C3. **Load Bearing**	☐ Firm	☐ Soft	☐ Very Soft	
C4. **Shoreline Access**	☐ Metalled Road	☐ Track	☐ Pathway	
	☐ Steps	☐ Slipway	☐ Car Park	
	☐ Boat	☐ Other:		
D. Ecological				
D1. **Considerations**	☐ Important Habitat	☐ Rare Species	☐ Birds	
	☐ Marine Life	☐ Dunes	☐ Breeding Area	
	☐ Statutory Designation			
	Description:			

Site Safety Operational Form			
E. Storage/Parking			
E1. **Parking Areas**	☐ Yes	☐ No	
E2. **Equipment/Waste**	☐ Yes	☐ No	
E3. **Security**	☐ Yes	☐ No	☐ Required
	Description:		
F. Planned Operation(s)			
F1. **Operation(s)**	☐ Containment	☐ Protection Booming	☐ Equipment Recovery
	☐ Manual Recovery	☐ Heavy Plant	☐ Vacuum Recovery
	☐ Shoreline Survey	☐ Open Water Survey	☐ Waste Extraction
	☐ Trenching	☐ Other:	
G. Hazards			
G1. **Identified Hazards**	☐ Boot Safety	☐ Chemical Hazard	☐ Cold
	☐ Heat	☐ Electrical Hazard	☐ Endemic Diseases
	☐ Equipment Ops	☐ Fatigue	☐ Fire, Explosion
	☐ Fumes	☐ Drum Handling	☐ Helicopter
	☐ Humidity	☐ Insects/animals	☐ Lifting
	☐ Manual Handling	☐ Motor Vehicles	☐ Noise
	☐ Overhead Utilities	☐ Open Water	☐ Pumps and Hoses
	☐ Slips, trips and falls	☐ Steam & hot water	☐ Tides
	☐ Trenches	☐ UV Radiation	☐ Heavy Plant
	☐ Weather	☐ Visibility	☐ Other:
H. Safety			
H1. **Air Monitoring**	☐ Yes	☐ No	
H2. **PPE**	☐ Foot Protection	☐ Impervious Suits	☐ Eye Protection
	☐ Coveralls	☐ Ear Protection	☐ Head Protection
	☐ Life Jacket	☐ High Visibility	☐ Hand Protection
	☐ Respirator	☐ Other:	
H3. **Site Facilities Required**	☐ Sanitation	☐ First Aid	☐ Decontamination
H4. **Emergency Plan Requirements**	☐ Alarm System	☐ Evacuation Plan	
I. Additional Notes/Requirements			

Site Safety Operational Form

J. Equipment List

Qty	Inventory

Site Safety Operational Form	

Site Safety Operational Form

K. Personnel

Name (First and Surname)	Organisation:

Site Safety Operational Form

L. Sketch of Site

Scale

Points to Remember		Key
☐ Key Landmarks	☐ Oil Distribution Bands (A,B,C..)	
☐ Access Points	☐ % Cover	
☐ Zonation (hot, warm, cold)	☐ Slope	
☐ Backshore Features	☐ Scale	
☐ Access restrictions	☐ Operations	
☐ H/L Tide	☐ Subsurface Excavations (1,2,3..)	
☐ Photograph Locations	☐ Welfare	
Pictures taken:	☐ Yes ☐ No	

Site Safety Briefing Sheet

Site Safety Briefing Sheet		
Incident:		**Project Code:**
Site Name:		**Location:**
Date:		**Time:**
Briefing Conducted By:		
Topics Covered:		
Weather	☐	
Injuries and illness	☐	
Corrective actions/precautions	☐	
First Aid	☐	
Site emergency plan	☐	
Site hazards	☐	
Oil/chemical hazards	☐	
PPE to be worn	☐	
Decontamination procedures	☐	
Other Topics (listed below)	☐	
Comments:		

Situational Display Boards

<table>
<tr><th colspan="8">Incident Information</th></tr>
<tr><td colspan="8">Date:</td></tr>
<tr><td colspan="8">Incident Name:</td></tr>
<tr><td colspan="8">Date and Time Incident Occurred:</td></tr>
<tr><td colspan="8">Incident Location:</td></tr>
<tr><td colspan="8">Affected Asset/facility/vessel:</td></tr>
<tr><td colspan="8">Nature of Incident:</td></tr>
<tr><td colspan="8">Description of Incident:</td></tr>
<tr><td rowspan="2">Status of Personnel:</td><td colspan="3">POB:</td><td colspan="4">Accounted for:</td></tr>
<tr><td colspan="2">Unaccounted:</td><td colspan="2">Injured:</td><td colspan="3">Dead:</td></tr>
<tr><td colspan="2">Facility Evacuation:</td><td colspan="6"></td></tr>
<tr><td colspan="2">Status of Source:</td><td colspan="6"></td></tr>
<tr><td colspan="2">Pollution Product:</td><td colspan="6"></td></tr>
<tr><td colspan="2">Volume/Quantity Spilt:</td><td colspan="6"></td></tr>
<tr><td colspan="2">Quantity Still at Risk:</td><td colspan="6"></td></tr>
<tr><th colspan="8">Location/Weather Information</th></tr>
<tr><td>Time:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>Weather:</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="4">Sunrise:</td><td colspan="4">Sunset:</td></tr>
<tr><td colspan="4">Low Tide:</td><td colspan="4">High Tide:</td></tr>
</table>

Incident Status Update	
Incident Name:	
Time of Last Update:	
Status of Source:	
Volume/Quantity of Pollutant Recovered: At Sea: Shoreline: Other:	

Impact to Shoreline:	
Location/s:	**Estimated Volume/Quantity:**

Impact to Wildlife:		
Species:	**Location:**	**Recovered:**

Health and Safety		
Incident Area/Task	Hazards/Risks	Mitigations

Operational Period (Date/Time) From: To:	**State of Resources During This Operational Period**

Resources	Site Name and/or Physical Location	State of Resources

Objectives	
People	
Environment	
Assets	
Reputation	

Strategies and Tactics		
Location	**Strategy**	**Tactic**

Environmental and Socio-economic Considerations		
Name	Location	Considerations

Annex 7 – Modelling Tools

Rosslare Europort have access to the National Oceanic and Atmospheric Administration (NOAA) ADIOS[10] (Automated Data Inquiry for Oil Spills) software. ADIOS is an oil weathering model that assesses how different types of oil weather in the marine environment. Working from a database of more than a thousand different crude oils and refined products, ADIOS is able to estimate the expected characteristics and behaviours of spilled products using basic geo-physical data such as; wind speed(s), wave heights, water temperature, water salinity; the type and amount of oil or product spilled; and the rate and duration of the release.

Additionally, Rosslare Europort have access to the IRCG modelling capacity within MRCC as a redundancy measure should it be required.

[10] ADIOS | response.restoration.noaa.gov

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