

DUN LAOGHAIRE HARBOUR

EMERGENCY MANAGEMENT

**(Revised, and in accordance with tenets of 2006
A Framework for Major Emergency Management)**

Edition No.10
January 2021

Dun Laoghaire Harbour

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2.0 Amendments

The Harbour Master maintains a continuing review of this plan and issues amendments and revised editions, as necessary.

Amendment No.	Date of Issue	Details	Entered By	Date
1.	New Edition, February 2006	Total rewrite of the previous plan, of September 2002.	Harbour Master	17/02/06
2.	30/8/2007	Para 15. Harbour Chart Appendix "A" Appendix "D"	Harbour Master	30/8/07
3.	18/4/2008	New Edition of Harbour. Chart Appendix A updated	Harbour Master	18/4/08
4.	New edition, Sept. 2008	Revised so as to be in accord with 2006 Management Framework	Harbour Master	15/09/08.
5.	New edition, May 2009	Inclusions to deal with situation of staff shortages, arising from pandemic.	Harbour Master	15/05/09
6.	September 2012	Change of Personnel	Harbour Master	01/09/12
7.	Revised, Sept 2012	Inclusion of Tender pontoon – Coal Harbour	Harbour Master	01/10/12
8.	December 2015	References to Stena removed Appendix A contacts updated	Harbour Master	01/12/15
9.	May 2019	Updated to take in to account transfer to DLRCoCo	Harbour Master	01/05/2019
10.	December 2021	General amendments and Personnel changes	Harbour Master	21/01/2021

3.0 Introduction

3.1 General Overview of Emergency Managements

The Harbours Act 1996 places responsibility on the Harbour Master for the safety of shipping and all activities within the defined port limits.

Dun Laoghaire Harbour Emergency Management applies throughout the port. Its own resources may be first used to deal with incidents and then, where necessary, the Harbour Master will request the assistance of the principal emergency services. This does not preclude the Harbour Master from immediately contacting the principal response agencies if the initial assessment suggests an unfolding emergency is, or may, develop into a major one.

At all times the Irish Coastguard is responsible for co-ordinating search and rescue to marine incidents, ***including within a port***. Ports otherwise generally deal with all other marine incidents their port limits, and the Irish Coastguard with incidents in the territorial waters outside of port limits.

This Plan aims to ensure that Dun Laoghaire Harbour Emergency Management Plan and structures are compatible with the requirements of the 2006 Framework for Major Emergency Management.

3.2 Major Emergency

A Major Emergency is defined as serious injury to 20 or more people, or when it is envisaged that a Major Accident may result, which is the criteria for the activation of the Major Emergency Management Plan. Such a major emergency may only be declared by one of the four principal response agencies.

Garda Síochána is the recognised ***lead authority for alerting/activating*** the other Emergency Services (Fire Service; Local Authorities; Health Service Executive; Irish Coastguard). Garda Síochána are contacted by immediately

Telephoning 999 or 112

DO NOT waste valuable time attempting to contact local telephone numbers.

The Framework for Major Emergency Management (Sept. 2006) designates the Local Authority as being in overall control of a Major Emergency area.

In relation to a Port, the Harbour Master remains to provide specialist marine knowledge to assist the principal emergency services in making a response.

3.3 Marine Emergency Plan

The decision to designate a Marine Emergency and implement the plan will be made by the Harbour Master or in his absence by his Deputy. The compilation of the Dun Laoghaire Harbour Marine Emergency Plan is such that appropriate segments are either capable of operating locally or being adjusted so as to integrate with a major emergency.

3.4 Harbour Police – Operational Co-ordinating Centre

Harbour Police operate the Harbour's CCTV system, Marine VHF radio station, and the Harbour's internal **UHF radio** system from the Harbour Office.

In the event of an Emergency Situation, the Harbour Office becomes the **Operational Co-ordination Centre** and will to be manned. Additionally the Harbour Police assist Emergency Services by ensuring access to the various harbour locations, providing a security presence and operating a Road Traffic Advisory Service to the attending Emergency Services.

3.5 Security Plans

The Harbour is compliant with the provisions of the ISPS Code. The Harbour Police have been trained and procedures are in place to deal with Bomb Threats.

3.6 Procedures for ceasing port operations upon request by DTTAS or Garda Authorities

Upon request by DTTAS or Garda Authorities, consideration will be given to any or all of the following measures:

- Closure of all entry and exit points including the main entrance to the port
- Communication with the Emergency Services including Gardaí, and other relevant support agencies.
- The provision of alternative secure parking facilities for intended export vehicular traffic
- Communication with press and media
- Communication with regular port users and travel agents.

3.7 Other Local, Harbour Plans

In addition to the previous Sections 3.2 – 3.5 there are separate Dun Laoghaire Harbour Plans dealing with:

Port Security Security Plan

Oil Spill Contingency (OPRC) Plan.

These local plans may be integrated/expanded to accommodate the appropriate Sections of a Major or Marine Emergency Plan.

4.0 Raising the Alarm – Major/Marine Emergencies

4.1 Initial Alarm

The initial alarm may be raised by contacting **Dun Laoghaire Harbour Office**” on Marine Radio VHF **Channels 16 or 14**, or by Telephoning **01-2801130 / 083 144 3412** and stating:

“THERE IS AN EMERGENCY”

followed by a brief, precise description of the emergency and its location. Examples of such situation are Fire, Explosion, Train Derailment on Harbour Property, a collision of vessel with another vessel, jetty or pier; Fire or Explosion aboard a vessel; or the grounding of a vessel.

4.2 Response Procedure

On receiving such notice, the Harbour Police shall immediately raise the alarm by informing the following, in the sequence listed, and logging **Communications and Incidents** in the Harbour’s **“Emergency Report Book”**

- 1 Harbour Master / Relief Harbour Master.
- 2 Emergency Services: **Telephone 999 or 112** and request Garda Síochána (Land emergency) Irish Coast Guard (Sea emergency)
- 3 Operations Manager.
- 4 Dublin Port – for Tug/Firefighting assistance.
- 5 Harbour, Ships and Marina – by Marine VHF Channel 16
- 6 Ships in Harbour.

Contact numbers are in Appendix A.

4.3 Summoning Assistance for Vessels

Essentially it is the duty of the Master, Owner, or Agent of a vessel to request whatever assistance may be required, i.e. tugs, fire brigade, ambulance, etc. Although this is primarily the duty of the Master it must be borne in mind that, during a marine emergency, the Master and ship officers may not be capable of summoning assistance (due to personal injuries or damage to equipment).

Early action can in many cases contain a fire or save life and so there should be no hesitation in summoning assistance – such calls may always be cancelled if it later emerges that such assistance is not necessary.

4.4 Marine Emergency

The decision to designate a Marine Emergency and implement response will be made by the Harbour Master or his Deputy (see Section 3.3)

5.0 Establishment of Control Centre & Operational Co-ordination Centre

- 5.1 On receipt of the information that an emergency exists, the Harbour Master will assume command as **Controller of Operations** (or as **On Scene Commander** in a major emergency). In his absence the Deputy Harbour Master or Operations Manager will carry out these duties. This will be done at the **Control Centre**, which will be established in safe proximity to the Emergency.
- 5.2 **The Fire Service is solely in charge of any DANGER AREA.**
- 5.3 Controllers of attending Emergency Services retain direct operational command of their own resources, co-ordination being through the Local Authority representative in major emergencies.
- 5.4 The Harbour Operations Manager is to proceed directly to the Harbour Master's Office, St. Michael's Pier, or alternatively, as advised by Harbour Master, to act as the "On Scene Commander" in a Marine Emergency.
- 5.5 The Harbour Office will become the Operational Co-ordination Centre, where the Harbour Police operate communications (Marine VHF, UHF, Land Telephones and CCTV)
- 5.6 The Port Operations Manager is to summon off-duty Harbour Police.

6.0 Control of Shipping Movements

All decisions regarding the movement of shipping during an emergency shall be made by the Harbour Master only, or, in his absence, by his Deputy. This regulation especially applies to a vessel on fire, in danger of explosion, in danger of sinking.

7.0 Identification of Harbour Personnel

All Harbour Personnel in attendance, other than Harbour Police in uniform, are to wear Identification Jackets/Tabards. Vehicles must display current Parking Permits to be permitted entry into holding/parking areas of the emergency.

8.0 Communications/Statements to the Media

The issue of communications or statements to the media is restricted to a DLRCC representative in a major emergency situation.

Any enquiries should be first routed through Operational Co-ordination Centre.

9.0 Use of UHF & VHF Radio

N.B. The Emergency Services have their own, mutually exclusive UHF radio frequencies; and their individual units are generally are **NOT** equipped with Marine VHF.

- 9.1 Transmission/conversations are to be kept as brief as possible, as communication

facilities are under pressure in emergency situations. Shipping engaged or involved in an Emergency situation should **exclusively use Channel 16. Marine VHF** for the duration, only reverting to the usual working channels when the Emergency is declared over.

9.2 MARINE VHF Radio (SECTION ON HP AND UHF RADIO REMOVED)

The Harbour Office is equipped with a VHF Radio Base Station and each Harbour Police vehicle is fitted with a VHF Radio set OR mobile 083144 3412

Portable Marine VHF sets, fitted with the requisite maritime channels, are also carried by the Harbour Master, Dun Laoghaire.

Channel 16 is used exclusively for Emergency Traffic in such situations. Irish Coast Guard Radio Station monitors such use and, as necessary, directs all other Marine VHF traffic clear of the channel.

Channel 14 is the working channel of “Dun Laoghaire Harbour Office”

Channel 12, with **Channel 13** as Secondary, are the working channels of “Dublin Port Radio”. (**N.B. “Dublin Radio” is that of Irish Coast Guard**)

Channel 9, is the working channel of Towage Operations, Dublin Port Radio.

10.0 Functions of Controllers/Attending Authorities

10.1 Controller of Operations and other Controllers

Each Emergency Service retains, and throughout, remains under, their own “Controller” i.e.

Fire Services in charge of any fire location;

Garda Síochána in charge other DANGER AREAs;

Irish Coast Guard in charge of all Search & Rescue;

HSE in charge of Responding Medical Services.

In a local Harbour Emergency, the Harbour Master is the overall Controller of Operations. In a Major Emergency (or an expanding local emergency) the Local Authority Representative takes overall control.

If the Local Authority Representation takes control the role of Controller of Operations is to:

- Ensure smooth communications and co-ordination with the other attending Agencies;
- directly control the activities of their own Agency at the site as per their operational instructions – the Danger Area remains under the specific control of the Fire Services;
- establish, in conjunction with the Operations Manager and other attending agencies, the Vehicular Access Routes to the Harbour;
- establish a Holding Area, Casualty Landing Point, Evacuation Routes;
- brief their Agency representative, Co-ordinating Group (if established), on the handling of the Emergency.

N.B. In the event of a prolonged and complex emergency, a Co-ordinating Group will be established and located within the Town (see Section 10.7)
(This group is not to be confused with the Operational Co-ordination Centre which will be established at the Harbour Office – see Section 3.4)

10.2 Dublin City Council (Fire & Rescue Services)

Dublin City Council is responsible for the provision of Fire and Rescue Services: Extinguishing of Fires; Containment, Neutralisation and clearance of chemical spills and emissions; Protection and rescue of persons and property; Advice on Evacuation; Participating in Co-ordination Group.

10.3 Dun Laoghaire Rathdown County Council

Participating, as designated overall agency, in the Co-ordinating Group (Town Hall) and also as “Controller of Operations” at major emergency site.

Dun Laoghaire Rathdown County Council is responsible for maintenance of Services during an Emergency, e.g. Roads, Water supplies; accommodation and welfare of evacuees and persons displaced by the Emergency;

10.4 Garda Síochána

An Garda Síochána are responsible for securing the site and controlling access to it; Maintenance of law and order; Evacuation; Traffic and Crowd Control; Preservation of Scene & collection of Evidence; Arrange temporary mortuary facilities at scene; Collection of details of Survivors; Provision of Casualty Information Service; Request additional emergency telephone services if required; informing the public as necessary, on the advice of the competent authorities, of actual or potential disasters arising from the emergency; participate in the Co-ordinating Group.

10.5 Health Service Executive

The Health Service Executive is responsible for the provision of all Health Services: Provision of 1st Aid, Medical Advice and Assistance at scene; Assessment of casualties and determination of priorities; Casualty evacuation and Ambulance transportation; Certification of the dead; Forensic support for the Garda Síochána; Provision of Hospital Treatment; Provision of Community, Medical & Welfare services; Participation in Co-ordinating Group.

10.6 Irish Coast Guard

The Irish Coast Guard is responsible for the provision of Search and Rescue Services in territorial maritime waters, including those of ports; Sea and Air; Control of VHF Traffic by the Coast Radio Stations; “Controller of Operations” for sea-borne emergencies excluding ports unless control specifically handed over; Pollution Control; Participation in Co-ordinating Group.

Notes:

- Irish Coast Guard dispatch an Incident Manager to the site of an Emergency in order to liaise between the Irish Coast Guard, the location and the attending Emergency Services.
- The prime purpose of the Irish Coastguard in an emergency is to save lives; **once landed ashore (by sea or helicopter) the responsibility for the survivors transfers from the Irish Coastguard to the attending services**

10.7 Co-Ordinating Group

In a prolonged emergency, senior personnel of the attending agencies establish this group which will be based in the Town Hall. The functions of the Co-ordinating Group are:

- Monitor the activities of the agencies responding to the emergency.
- Maintain liaison between the agencies responding to the emergency.
- Advise, assist in and arrange for additional resources, as required.
- Tender advice and analyses to the Controllers.
- Establish effective communications to the site of emergency.
- Inform Government Departments as appropriate.
- Arrange distribution of information to News Media and the General Public.

Garda at the harbour landing site(s) directly collect Survivor details and forward it to their local survivor information centre. This survivor information is subsequently forwarded to Garda H.Q, Harcourt Street, Dublin. From there it processed, and

distributed nationwide to survivors' relations by Garda network.

11.0 Holding Areas

These following are the agreed safe holding areas of the Major Emergency Management for assembling vehicles, etc.; their location is to be decided by the Controller of Operations in consultation with other agencies. These areas are not interchangeable with, or to be confused with, the **Sea and Air Casualty Landing Points**

- Ferry Terminal Compound
- Coal Harbour Car parks
- Carlisle Pier

12.0 Sea & Air, Casualty Landing Points

Emergency Services that are attending the landing of marine survivors are to be directed to the Casualty Landing Point(s) as designated by Harbour Master,

12.1 From the Sea

The Harbour Master decides upon the landing point(s) as vessel size, tidal conditions and weather dictate which points may be used in safety. Approaching rescue craft are therefore to be directed to the designated point(s). In addition to the safety element, this also acts as a precaution against survivors being landed, unaccounted for around the harbour.

The original harbour steps, recessed into the wall faces of the East and West Piers, are generally not suitable for emergency use.

The most suitable landing points are:

Outer Harbour:- Berth No.1 (East Pier); Berth No 2 tender pontoon; Berth No.4 (St. Michael's Pier); Berth at Dun Laoghaire RNLI Station; NYC & RStGYC Yacht Club Pontoons(available Summer only).

Inshore of Marina Breakwaters: Old Pier and various Marina / Yacht Club pontoons (available throughout the year); Traders' Wharf and including its steps (at pier end, behind the Ice Plant).

12.2 From the Air

There are no areas within the Harbour which comply with the specifications of the Irish Aviation Authority for the marking of a Helicopter Landing Site. That being so, helicopter landings may however be made in emergency circumstances at the following two areas in the Harbour (in order of preference): -

Carlisle Pier. An open clear pier with access control gates (available when no ship berthed) and adjacent to a car park with full vehicular access.

13.0 Marine Emergencies

13.1 Control of Shipping Movements

All decisions regarding the movement of shipping shall, especially in emergency circumstances, be made by the Harbour Master ONLY or, in his absence, by his Deputy.

13.2 Minor Incident-Potential Major Incident

The Fire Services and other emergency services are at all times to be immediately notified of a minor incident aboard a ship or elsewhere in the Harbour, regardless of circumstances – as a minor incident may potentially develop into a major emergency.

13.3 Fire/ Serious Risk of a Fire aboard Ship

On receiving confirmation of a fire aboard a harbour vessel or a vessel in the harbour approaches, the Harbour Police should immediately inform the FIRE Authority by

- **Dialling 999 or 112, and ask for the Fire Service.**
- Do NOT attempt to contact the local Fire Brigade (All fire services for Dun Laoghaire are directed from Central Control, Dublin City).
- **Then proceed to contact Personnel as listed in Section 4.2**
- When calling Dublin Port they are to be advised of the circumstances and requested for their tugs - for both towage and firefighting duties. There is to be no hesitation in calling for tugs as valuable transit time would be lost, and the tugs may also have to summon their crews from being on standby.
- **N.B.** In relation to Fire-fighting duties a call to Dublin Port is only to be made for large ships as the **Dun Laoghaire, RNLI Offshore Craft has fire- fighting capabilities for dealing with fires aboard small fishing boats, leisure craft, etc.**

13.4 Grounding or Serious Collision

On receiving notification of a grounding or serious collision, the Harbour Police, on Communications Duty shall immediately notify the following in the order listed: -

1. **Dublin Port** contacted for the services of their tug(s).
2. **Irish Coast Guard** contacted as a precautionary measure as they may well have to activate/deploy their SAR (Search & Rescue), and Oil Pollution resources.
3. **Personnel** as listed in **Section 4.2, Major Emergency.**

13.5 VHF Radio use in Marine Emergency

The Irish Coast Guard, Telephone 999 or 112 are to be kept up to date with events. They are to be requested that all shipping be advised of the emergency by Dublin Coastguard Radio Station, and notified that, for the duration of the Emergency, shipping WITHIN THE HARBOUR will continue to be directed by “DUN LAOGHARE HARBOUR RADIO.”

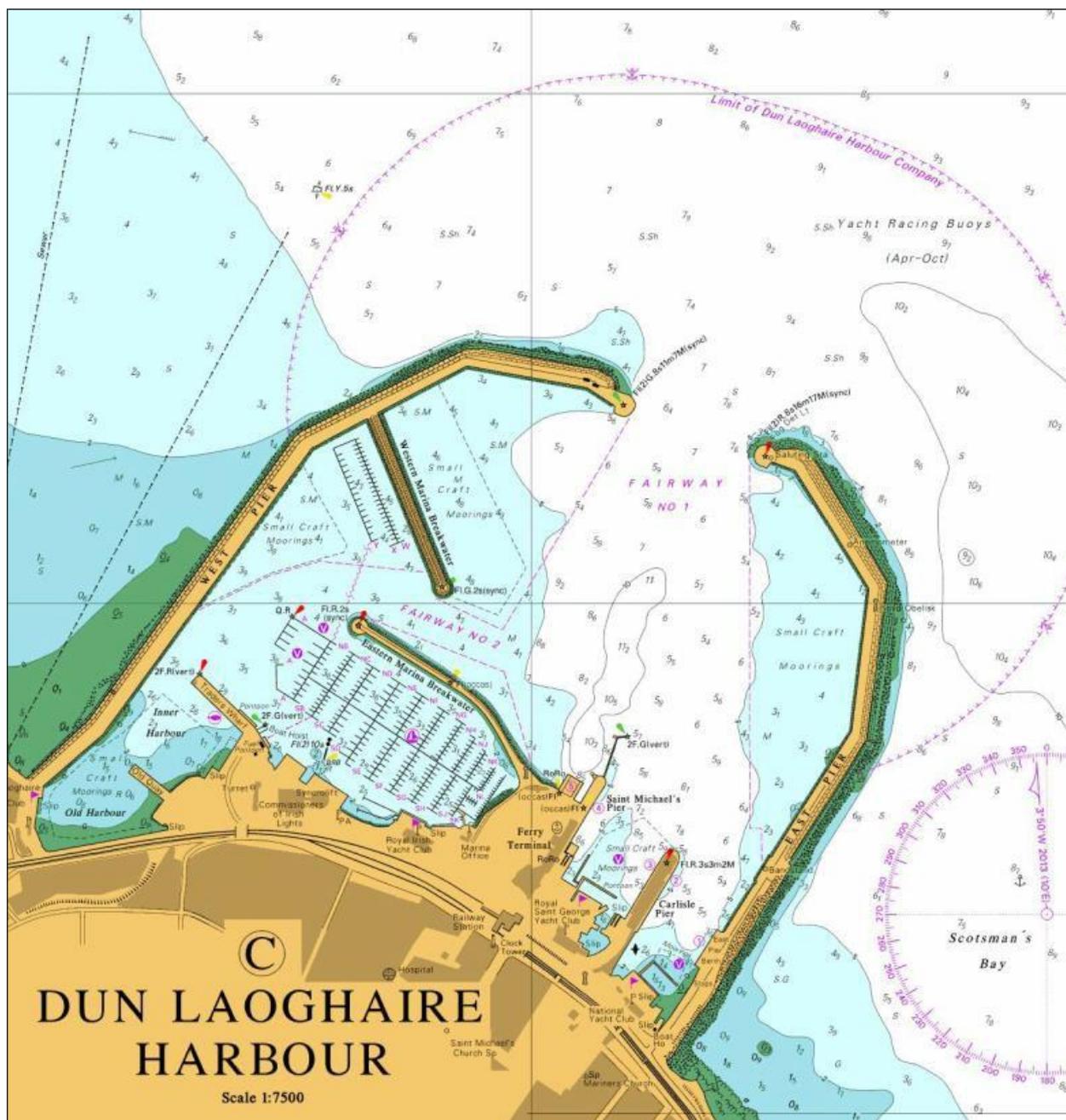
This ensures that Search & Rescue (SAR) facilities are alerted and Dublin Coast Radio Station will police the VHF traffic use in the general area

Thereafter the Harbour will work Marine VHF Channel 16 ONLY until the emergency is declared over by the HARBOUR MASTER. This declaration will be given after consultation and agreement with Controllers of attending Emergency Services.

14.0 Emergencies External to Harbour

The Harbour may, alternatively, become involved in a Major Emergency that is taking place beyond Harbour limits e.g. providing a landing place for rescued survivors from a ferry collision; reception and/or holding areas for injured persons.

15.0 Navigational Chart of Dun Laoghaire Harbour



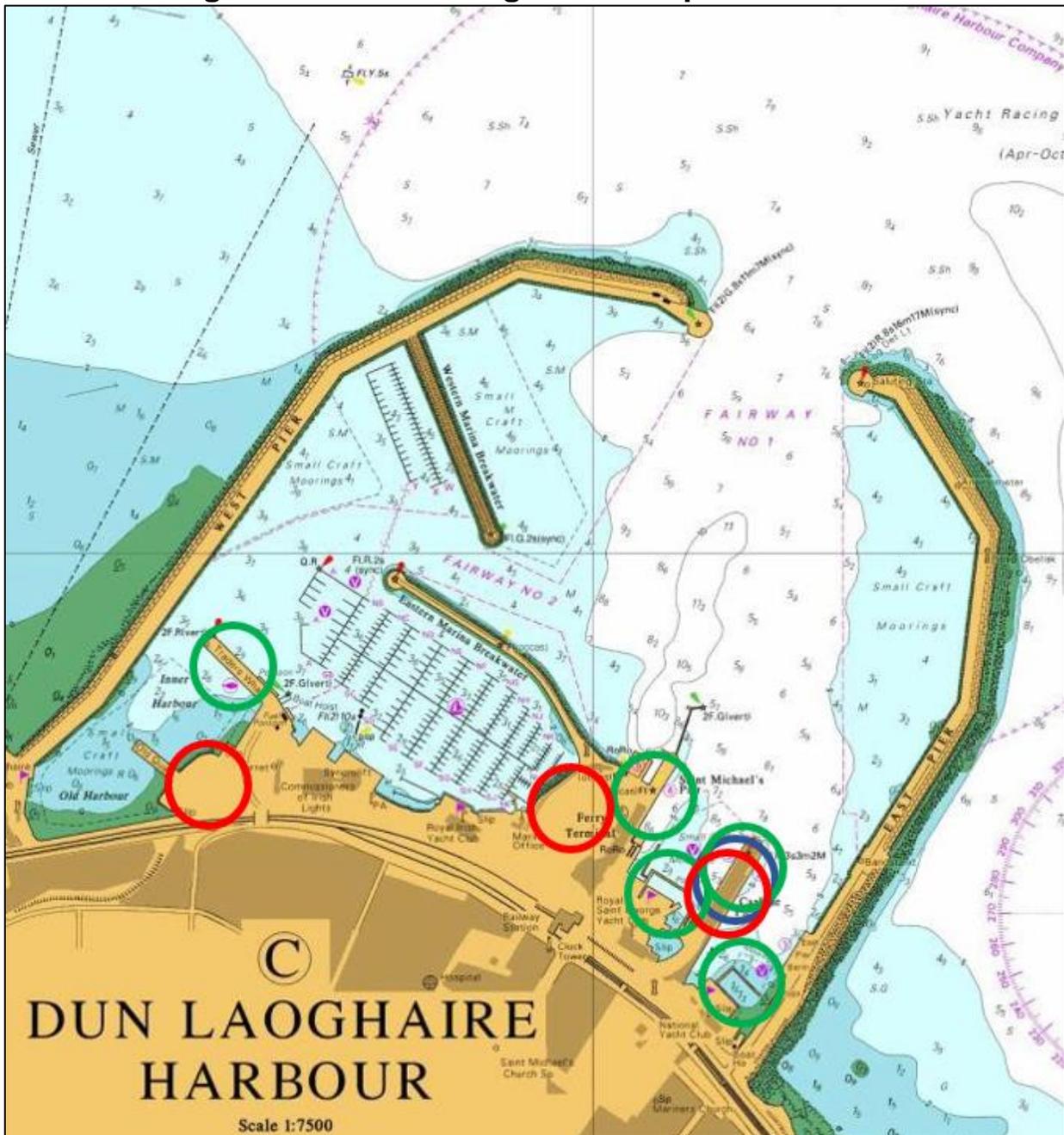
16.0 Schematic (Approach Map) of Dun Laoghaire Harbour



Current Notices to Mariners: <http://dlharbour.ie/visit-us/notice-to-mariners/>

Current Bye-Laws: <http://dlharbour.ie/about/bye-laws/>

17.0 Holding Areas and Landing Points Map



Air Landing Points (ref Section 11.0)



Sea Landing Points (ref Section 12.1)



Holding Areas (ref Section 12.2)

18.0 Training & Exercises, Management of Emergencies

18.1 Major Emergencies - Training

Meetings, seminars & exercises take place from time to time (beyond the regular training programme of the response agencies) to test, adapt and adjust the perceived objectives and requirements of emergency management. The Harbour Master attends such meetings, seminars and participates in the subsequent exercises, actual and tabletop.

18.2 Major Emergencies – Examples of Previous Exercises

SAREX DUBLIN BAY 2001 9/07/01. A Maritime Incident Exercise that involved landing of ship survivors by helicopter to Dublin, and (real life) ship lifeboat landings in Dun Laoghaire: Designated harbour landing point; Medical assessment of survivors; Garda processing of survivors; Testing of VHF procedures and communications among all parties.

Major Emergency Planning Seminar, 18/04/04, East Coast Area Health Board. Beyond dealing with the organised structural response from emergency agencies, great emphasis was placed on the application of TIRAGE (evaluation of the individual priority of each survivor for receiving urgent medical attention). Held at City West Hotel, Dublin.

Exercise Triangle 11/05/04, Tabletop exercise. Held in Irish Coastguard H.Q. with Dun Laoghaire Harbour receiving survivors in lifeboats. Harbour Master remained at Harbour co-ordinating local harbour resources and liaison with local Garda on landed survivors and reporting to Irish Coastguard H.Q.

An **Oil Spill Exercise**, on water and ashore, held by Dun Laoghaire Harbour Company in the grounds of Royal St. George Yacht Club on Tuesday, 20/11/2007. Gear supplied by harbour; exercise attended by reps from MGM Boatyard, CIL, Irish Youth Sailing Club, National Yacht Club, Royal Irish Yacht Club, Irish Coastguard informed of exercise and asked to log same, duration 1030 to 1100 hours.

Major **Tabletop** exercise held in harbour, 25/9/2008, participants from all Emergency Agencies, local yacht clubs and harbour marina.

18.3 Harbour: Evacuation of Passenger Ferry Terminal.

There is a separate Harbour Office procedure, operated by Harbour Police, for dealing with Search and Evacuation of St. Michael's Ferry Terminal Building. This is inclusive of various offices, restaurant and café contained within the building. The Harbour Master supervises co-ordination of exercises and, in accordance with Health and Safety requirements (fire evacuation), a minimum of two exercises are carried out annually.

18.4 Oil Pollution.

There is a separate Harbour Plans for dealing with Harbour Oil Pollution. The harbour has equipment for providing a Tier 1 response, consisting of absorbent oil booms, disposable drums, spraying equipment, a harbour launch and a RiB (rubber boat). The appropriate harbour staff have attend Irish Coast Guard oil pollution

courses which included handling equipment of Tier 2 which the Coastguard has stockpiled for spills of greater magnitude. Local exercises, supervised by the Harbour Master, are carried out from time to time but the staff are kept in practice when dealing with the small oil spills/ oil sheens that appear in the harbour.

18.5 Operational Staffing in Pandemic Situations

As no ferries are operations to the harbour at the moment pandemic situations are unlikely however standard responses are in place.

As the harbour lies within the Dublin Pilotage Area, arriving vessels have to first transit through the outer section, initially and primarily reporting to Dublin, followed by reporting to here, just before entering this harbour.

Dun Laoghaire uses its Marine VHF radio, operated by its Harbour Police, as a VTMS (Vessel Traffic Management System) tool, along with the Harbour's CCTV system, for waterborne safety - there being approximately 1,200 leisure moorings/berths within the harbour.

All of the Dun Laoghaire Harbour Police are licensed to operate a Marine VHF set, they also provide the staffing to operate the Security measures as required by the ISPS Code (International Ship and Port Security Code).

In the event of a decreased number of Harbour Police, off duty officers would be called for duty, followed by hiring in a security company if required.

Appendix A – Contact Details

Garda, Fire, Ambulance, Irish Coast Guard 999 or 112

Dun Laoghaire Harbour			
Name	Title	Work	Mobile
DLRCoCo – Tom McHugh	Director – Municipal Services		086 827 1625
Capt. Simon Coate	Harbour Master		086-2628187
Tim Ryan	Operations Manager		087-1228576
Michael Hennessy	Works Foreman		083-1234764
Harbour Police			083-1443412
Dun Laoghaire Harbour Office			
01-2801130			
Marine VHF- Channel 14. The office holds contact list for local Fishing Boats .			
RNLI – Dun Laoghaire			
Station: 01-2802667		Lifeboat Operations Manager: 086-	
Commissioners of Irish Lights			
Headquarters: 01-2715400		Granuaile: 087-9480531	
Harbour Yacht Clubs			
Dun Laoghaire Motor Yacht Club	01-2801371		
National Yacht Club	01-2805725		
Royal Irish Yacht Club	01-2809452		
Royal St George Yacht Club	01-2801811		
Dun Laoghaire Marina			
01-2020047	Marine VHF 37 and 80 (Marina 1 and 2)		
Dun Laoghaire Rathdown County Council			
Office Hours	01-2054700		
After Hours (Emergency Contact)	01-6778844 (This manned emergency number will then contact the appropriate personnel within the County Council)		
Customs and Excise			
01-8776401	086-1713974		
Dun Laoghaire Garda Station			
01-6665000			
Hospitals			
St Michael's	01-2806901		
St Colmille's	01-2825800		
Dun Laoghaire Fire Station (Kill Lane)			
01-2801904			
Irish Coastguard			
01-6620922	01-6620923		

Dublin Port Company		
01-8876000		
Irish Naval Service Headquarters		
021-4864700		
Electricity Supply Board (ESB)		
1850 372 999		Emergency Service
Bord Gais		
1850 20 50 50		Emergency Service
Iarnrod Eireann		
01-8555454		Emergency Traffic Control
Enva (Disposal of Oil Waste)		
057-8678600		wasteoil @enva.ie
Environmental Health for Dun Laoghaire Port (Pandemic)		
Senior Environmental Officer, Dublin Port Health – 01 897 6140 – porthealthdublin@hse.ie		

Appendix B – Land Resources Available

The range of equipment available from Dun Laoghaire Harbour is limited to the maintenance requirements of its small workforce. It is necessary to obtain any additional equipment from external sources and in this matter the Harbour Maintenance Manager, in consultation with Harbour Master, ensures the compilation of supply lists/contact nos. for use in Emergency situations.

The Harbour Master identifies and determines the availability of resources at neighbouring harbour premises e.g. Commissioners of Irish Lights, County Council, and Yacht Clubs. Confirmation (within those organisations) is in place on the method for the release/making available of such equipment/premises - where such availability is possible and permissible by those bodies.

Marina Fuelling Pontoon, Traders' Wharf

Its dispensing unit is located on the shore, capable of supplying **Diesel Oil** and **Petroleum** to either small craft alongside in the water OR to road vehicles on the pier. Each of the two oil storage tanks holds a maximum capacity of **22,000 litres** of fuel.

Resources of Dun Laoghaire Harbour

A small Workforce is available to operate the following, various listed equipment:-

1 x High Rise Hoist ("Cherry Picker") to 15 m. vertical height;

Fork Lift: 1 x 3 Tonne SWL;

Pick-up trucks: 2 x 3 tonne;

1 x Harbour Launch/ Workboat, 8m. loa

2 Various hand tools; burning and cutting equipment;

3 x 1 tonne SWL chain blocks;

Various x 3m & 4 m. ladders,

2 x 1 tonne SWL tyfors,

1 x small submersible electric driven pump,

Harbour Buildings

There are various Harbour Buildings that are capable and suitable for emergency use, the most important of these is St. Michael's Ferry Terminal.

The Ferry Terminal is a modern building, capable of being used for the reception of survivors. In the event of the building itself becoming inside a DANGER AREA (owing to say, a Burning vessel alongside) the Operational Co-ordinating Centre would transfer to the Motorists' Building in the Car Marshalling area. Communications would be continued on the existing UHF and Marine VHF handsets, supplemented by personal mobile phones.

The DLRCoCo County Hall, Marine Road, Dun Laoghaire has large rooms and communication facilities.

Appendix C – Waterborne Resources Available

Large vessels which use the port: ILV Granuaile, Naval Ships, etc. may be available to provide RIBs and/or launches for support & rescue.

RNLI, Tugs & Pilot Launches of Dublin Port.

Dun Laoghaire Harbour Workboat & other small, local craft: Fishing boats, Marina Craft; Yacht Club tenders (seasonal).

Additionally ILV Granuaile & Dublin Port Tugs have the capability of being equipped and deploying oil pollution booms & equipment.

Dublin Port Tugs and ILV Granuaile capacities

Tug Name	Bollard Pull	Firefighting Capabilities	Pollution Control	Search & Rescue
Shackleton	53 Tonne	Yes	No	Limited
Strathfoyle	48.8 Tonne	Yes	No	Limited
Giano	60 Tonne	Yes	No	Limited
ILV Granuaile Fitted with a helicopter pad	40 Tonne	Yes	No	Yes

Local RNLI Stations

Craft	Dun Laoghaire	Howth	
Offshore, "Trent Class" Crew 6 Speed: 25 knts LOA 14.26m. Range: 250 N. Miles	Yes	Yes	
Inshore "D Class RIB" Crew 2/3 Speed: 20 knts. LOA 4.9 m. Endurance: 3 hrs.at max. speed	Yes	Yes	

Distance Table (Nautical Miles from Dun Laoghaire Harbour Office)

Dublin Port Radio (Tug Base), 6.3;
RNLI Station at Howth Harbour, 8.5;
Dun Laoghaire Harbour Pierheads, 0.4;
Dalkey Island, 3.0;
Bray Head, 8.0;
Baily Lighthouse, 5.0;
Kish Bank Lighthouse, 8.0;
West Codling Buoy 15.0.

Appendix D – Distribution List

Dun Laoghaire Harbour, personnel listed in Appendix “A “

Superintendent, Garda Síochána, Dun Laoghaire Station.

Mobilisation Officer, Fire Brigade H.Q., 165-169 Townsend Street, Dublin 2.

Chief Ambulance Officer, St. Mary’s Hospital, Dublin 20

Director, Irish Coast Guard, Leeson Lane, Dublin 2

Harbour Master, Dublin Port Centre, Alexandra Road, Dublin 1.

DLRCoCo Director – Municipal Services

Lifeboat Operations Manager, RNLI