

## Dublin Ferryport Terminals (DFT)

### Emergency Response Plan (ERP)

(Version March 2023)

#### Contact Telephone Numbers

- Harbour Police: (01) 887 6858
- Port Authority: (01) 887 6858
- Fire Brigade: 999
- Terminal Security (01) 607 5640
- Danger Goods Safety Advisors
  - Mr Gavin Dunne Mob: 086 7753303
  - Mr David O'Neill Mob: 087 246 6505

#### Terminal Managers:

- Mr. Alec Colvin General Manager Mob: 087 224 5124
- Mr. Gavin Dunne Ops & Communications Manager Mob: 086 7753303
- Mr. James O' Neill Terminal Manager Mob: 086 469 5706
- Mr. Dave Malone Terminal Manager Mob: 086 469 5705
- Shift Supervisors:
  - Mr. Joe O'Neill Mob: 086 8195988
  - Mr. Mick Lawlor Mob: 086 8195977
  - Mr. Eamon Farrell Mob: 086 0476963
  - Mr. Mark Kavanagh Mob: 0867703694
- DFT Check-in Land: 01 440 5737 (6am to 6:30pm only)

## Certificate of Training as Safety Adviser for the Transport of Dangerous Goods

**Certificate No:** M195564

**Distinguishing Sign of the State issuing the Certificate** IRL

**Surname:** Dunne

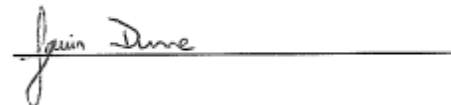
**Forename(s):** Gavin

**Date of Birth:** 17 June 1980

**Place of Birth:** Ireland

**Nationality:** Irish

**Signature of Holder:**

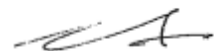
A handwritten signature in cursive script, appearing to read 'Gavin Dunne', written over a horizontal line.

Valid until **4 November 2026** for undertakings which transport dangerous goods and for undertakings which carry out related consigning, packing, filling loading or unloading:

By Road

**Issued By:** The Chartered Institute of Logistics and Transport Ireland

**Date:** 15 February 2022

A handwritten signature in cursive script, appearing to read 'James Kearney', written over a horizontal line.

**Mr. James Kearney**  
Education Manager  
The Chartered Institute of Logistics  
and Transport Ireland

A handwritten signature in cursive script, appearing to read 'Joe Kenny', written over a horizontal line.

**Mr. Joe Kenny**  
Chief Executive Officer  
The Chartered Institute of Logistics  
and Transport Ireland

## **Emergency Evacuation Procedure**

- In the event of an emergency that requires a terminal evacuation; all personnel and visitors on the terminal will be instructed to evacuate the terminal immediately, using the following;
  1. Radio
  2. Telephone
  3. Direct face to face vocal communication
- All personnel should leave the terminal by the nearest exit and report to the assembly area (as per the attached site plan Appendix 1)
- The Terminal Supervisor is responsible for evacuation of all Staff and visitors from the terminal ASAP.
- The Person in Charge will account for all employees in the assembly area. Details of persons unaccounted for will be given to the emergency services on their arrival.
- Inform the Port Authority.

### **Telephone 01-8876000**

- Security will prepare for the arrival of the emergency services and ensure clear access for them.
- Security will otherwise prevent unauthorised access to the Terminal.
- Further instructions will be issued by the emergency services as necessary.

A full copy of the IMDG codes can be located in:

- |   |                              |                        |
|---|------------------------------|------------------------|
| 1 | Hazardous grab area          | ( DFT Control Room )   |
| 2 | The Terminal Managers Office | (Maintenance Building) |

## Hazardous Cargoes

### General Introduction

Hazardous cargoes are generally safe so long as they are packed and labelled correctly, compatible and handled with due care and attention. Most hazardous cargoes only become dangerous if there is an uncontrolled release due to bad packaging, poor stowage, or unsafe handling.

### **Hazardous Class Labelling located on the Container**

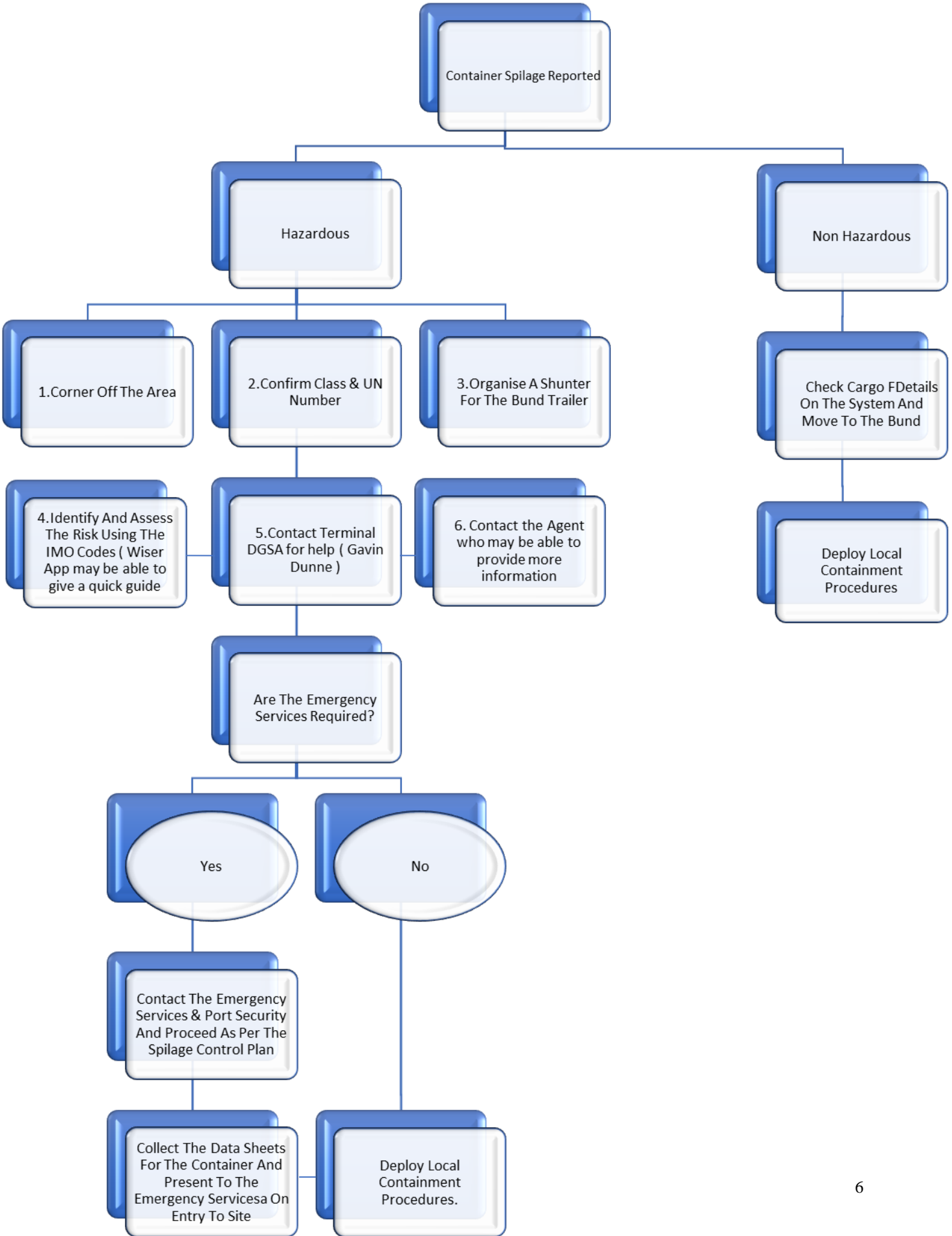


## **Personal Safety in the event of an undetermined Spillage**

If a container is reported to be leaking, remember that the cargo may be hazardous, and the following instructions must be followed:

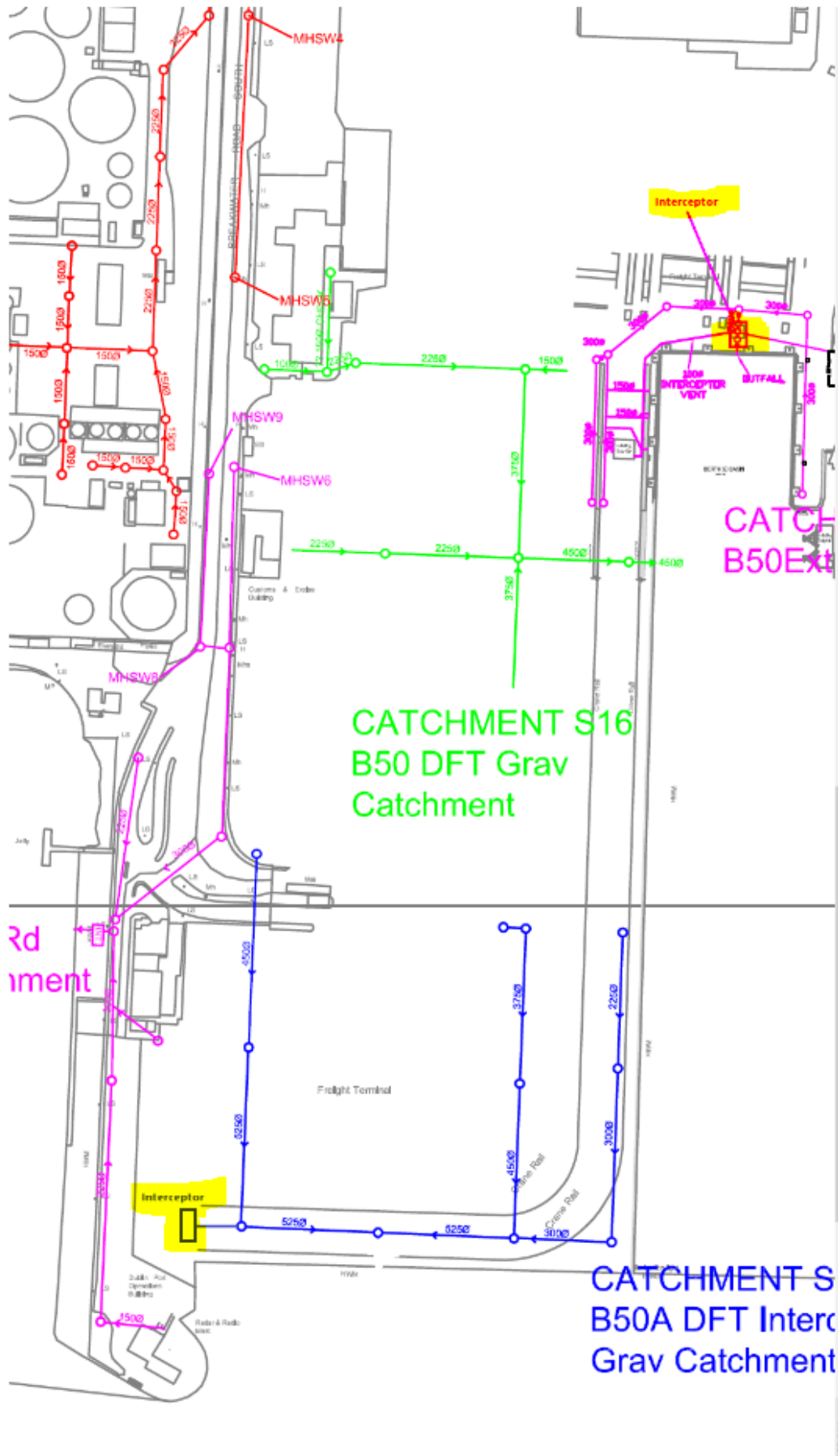
- You must ensure your personal safety by keeping clear and upwind of the cargo.
- You must ensure the safety of others by keeping clear of the leaking cargo.
- You must not attempt to rescue any person who might be unconscious in the vicinity, or you may well become a casualty yourself.
- You must immediately inform your supervisor giving all known relevant details.
- You must prevent anybody from smoking or using naked flames in the vicinity of leaking cargo.
- You must not touch the leaking substance – it may be corrosive or Toxic by skin absorption.
- You must not smell the leaking substance – it may be Toxic by inhalation.
- You must not taste the leaking substance – it may be Toxic by ingestion.
- You must not, under any circumstances enter the area containing suspect leaking hazardous cargo unless you are specifically authorised and are wearing appropriate protective equipment.
- You must seek medical attention immediately in the event of contamination by the leaking substance giving all known details of the substance.

**Container Spillage Procedure Flowchart**



## **Spillage Control Plan**

1. Inform Dublin Port Operation of the spillage with the following information:
  - a. Exact location of the spillage
  - b. Type of incident and the details of the product
    - i. Non- hazardous – Deploy local containment procedures.
    - ii. HAZARDOUS - activate the emergency response procedures
  - c. Access route to the incident
  - d. Casualties if any
  - e. Emergency service required if any
2. Only trained personnel should have any involvement with the spillage. A list of trained personnel is contained within this folder.
3. All leaking containers should be transferred to the bund area by means of the bund trailer, even if the container is discharged directly from a vessel as this will aid containment of the spillage.
  - a. Ensure the trailer bund valve (located at the back of the trailer) is closed before loading the leaking container.
  - b. Ensure the control valve (stainless steel handle located under the camera mast at bollard 1, berth 50A (river berth), is fully closed by turning clockwise until the handle stops turning (this will take several minutes).
4. Ensure interceptors are fully closed in applicable areas (Map on next page). Please note that it can take over 100 rotations to fully close, so please keep turning until it stops. Clockwise to close and anti-clockwise to open.
5. Always follow the instruction of the emergency services.





When “**deploying Local containment procedures**”.

Splits kits and 1-ton sandbags can be located at the main diesel tanks and Maintenance workshop if required.

### **External Contractors**

Where the spillage is significant or needs to be pumped the following contractors can be contacted.

Leahane Environmental  
Island Corporate Park,  
Wallingstown,  
Little Island,  
Co Cork  
T45 EW26  
Ireland.

**Head Office Telephone:** [+353 \(0\)21 435 1020](tel:+353(0)214351020)

**Dublin Depot Telephone:** [+353 \(0\)1 525 2806](tel:+353(0)15252806)

**Lo-Call:** [1800 730 730](tel:1800730730)

Mc Breen Environmental Drain Services Ltd,  
Lismagratty,  
Cootehill Road,  
H12 FP44  
Co. Cavan.

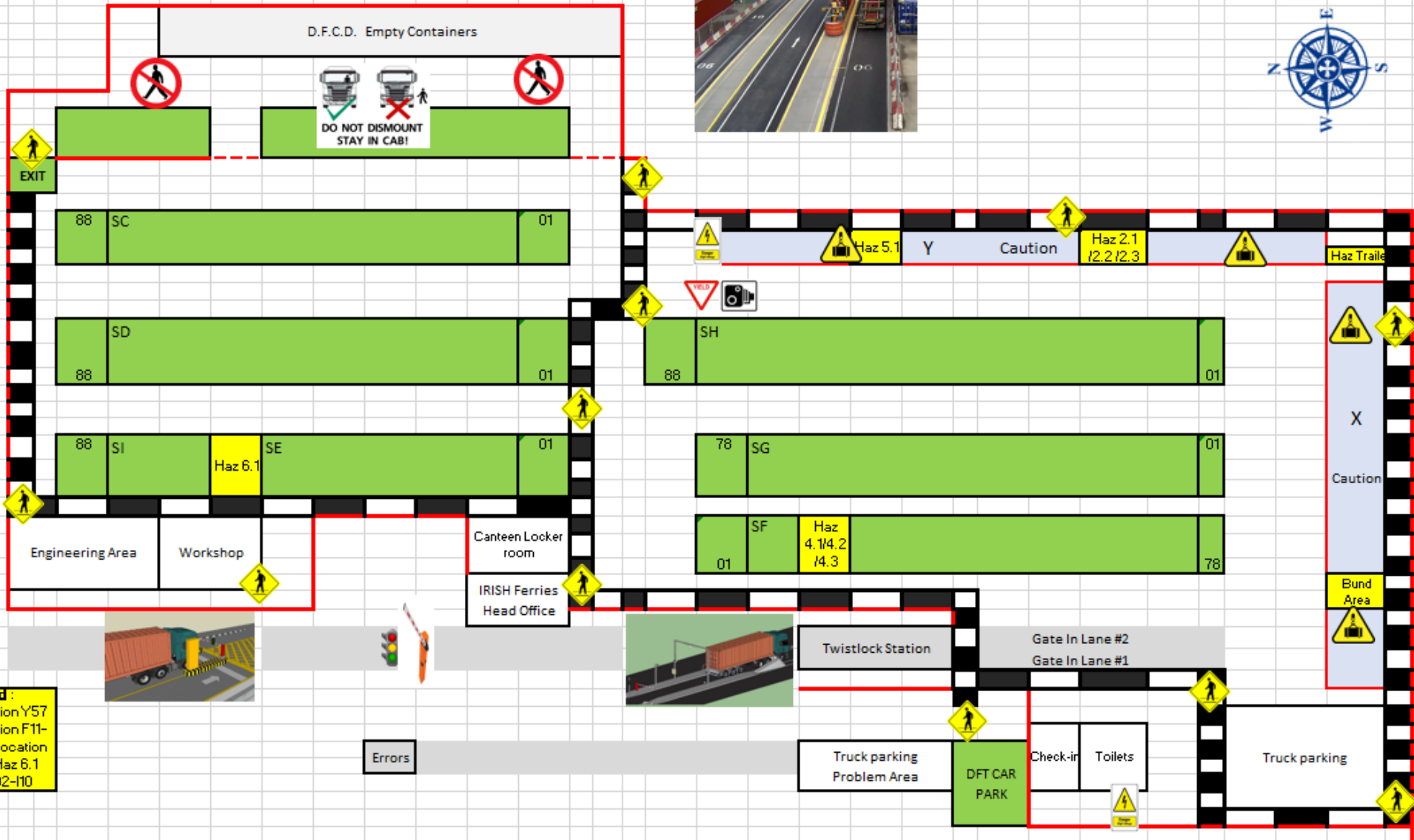
**PH: 0818 66 33 33 or 049 4326306**

Emergency Call Out: 24 Hours, 7 Days Per Week

Guaranteed a 3 Hour Response Time



**Danger**  
STAY OFF YELLOW CRANE WAYS



**Legend:**  
 Haz 2.1 Location Y57  
 Haz 4.1 Location FT1-F18  
 Haz 5.1 Location Y47  
 Haz 6.1 Location I02-I10

Errors

Truck parking Problem Area

DFT CAR PARK

Check-in

Toilets

Truck parking

## DFT Dangerous Goods Cargo (DG) Site Storage Plan

### Import Containers

#### Ship to Stacks

The Shipping Line provides the Vessel discharge Plan, highlighting the IMO on-board for Dublin discharge.

The Line will provide the Data Sheets (DS)/ DGN's for these containers 24 hours ahead of the vessels berthing time.

These Safety Data Sheets/DGN's are stored in the quay job on the system where they can be easily printed from the control office.

To confirm Classes **1, 5.2 & 7** will move Direct from Ship to Transport.

Allowances can be made for Class 5.1 to remain at Quay side for up to 24 hours in order to arrange delivery.

The specific Classes of; **2, 4 & 6.1** will move to nominated storage stacks as designated by the "DFT Storage Policy" and highlighted on the "Site Map.

Other Classes which are permitted storage on-site; **3, 8 & 9** can be randomly stowed in all other areas provided they are kept 1 stack away from the nominated container Classes noted above.

DFT back office will on completion of vessel discharge, ensure compliance with the above by reviewing the locations allocated to all Hazardous Containers. Any storage errors shall be corrected immediately.

## **Stacks to Truck**

The Truck driver will book in via the DFT App to pick up Hazardous containers. To do this, the driver will have already

Registered an account and received a DFT drivers ID card

Presented their valid Hazardous goods Driving Certificate, which will have been updated on the system

Have a valid container & pin number

Thereafter they can proceed to the collection point and take delivery of their container in the normal manner.

## Export Containers

### Truck to Stacks

The shipping line will book all the information including Class & Un numbers and send DFT their booking number via EDI. Thereafter, Truck drivers can book their load in on the DFT App providing they have,

Registered an account and received a DFT drivers ID card

Presented their valid Hazardous goods Driving Certificate, which will have been updated on the system

Have a valid container & booking number.

The DGN must be sent to DFT in advance of the truck driver arriving at DFT.

DFT will store the DGN's against the booking reference number and tick a box to say it was received. Only bookings where the 'DGD received' box is ticked, can be booked on the DFT App. This can be easily retrieved from the control office at any given time.

To confirm Classes **1, 5.2 & 7** will move Direct from Transport to ship.

Allowances can be made for Class 5.1 to remain at Quay side for up to 24 hours in order to facilitate shipment.

If the truck driver is delivering a class **2, 4** or 6.1 container, they will be instructed to go to the nominated stacks for the storage of the containers while it awaits final shipping.

Other classes which are permitted storage on-site; **3, 8 & 9** can be randomly stow in all other areas provided they are kept 1 stack away from the nominated container Classes noted above.

Although the port bye laws state storage not permitted for class **6.2**, it has been agreed that if the ship is in/on the way in and it is already known to be planned to ship out on that voyage, then we can store a max of two containers while waiting to be loaded.

DFT will mitigate the risk by segregating the container on the new berth close to the bund area and load the container(s) as soon as possible.

Other useful aids to be used in conjunction with this Storage Plan.

DFT's DG site Map

DFT's quick reference storage guidelines

## Guidance Notes for Hazardous Events

### 1. Flammable Releases

- The significant consequences arising from the release of flammable materials are those caused by fire or explosion. The outcome depends upon the nature of the material eg; solid, liquid or gas, and if, or when, it is ignited. If a release of volatile liquid or gas is not ignited immediately it will form a cloud which may disperse over large distances. As it disperses it will be diluted with air and the concentration will eventually fall below the flammable limit; at this point the gas will no longer present a fire hazard. The distance over which such a release may disperse depends upon the type of release and the prevailing weather conditions.
- The following examples show how events involving flammable materials may need different planned responses.
  1. A major fire but with no danger of explosion eg in a container/tank. The hazards would be prolonged high levels of thermal radiation or smoke. It is unlikely that anyone outside the site would be affected immediately. In some cases, it might be desirable to evacuate those areas severely affected by smoke.
  2. A fire developing too quickly to allow evacuation. The best possible response might be to advise people to remain indoors away from windows and shielded from line of sight of the fire. Evacuation should not be attempted if there is a significant risk that a fireball could occur while people are in the open.

## 2. Toxic Releases

- The consequences of a toxic release are more difficult to predict than those of flammable releases because they are more time dependent and variable according to distance and weather conditions.
- In practice a high proportion of people apparently at risk may not be seriously harmed because:
  1. Gas concentrations indoors are less than outdoors unless the exposure is prolonged.
  2. Any upwind draught may cause the gas cloud to dissipate rapidly, especially if the release occurs during a fire.
- The following examples show how events involving toxic materials may need different planned responses:
  1. Slow intermittent release eg; through a leaking valve. It would be unlikely that anyone outside the site would be severely affected immediately although many of the notifiable substances have irritant properties or an unusual smell. If there were reason to foresee that the release would not be controlled quickly, or would grow with time, it might be desirable to evacuate those people nearest the site of release and most closely downwind of it provided that this evacuation would increase their safety.
  2. Rapid events with a limited duration eg; the fracture of a tank/cylinder could be isolated within reasonable time. Incidents that grow and are rapidly controlled should not be met with evacuation. Any toxic cloud would be likely to drift past the particular spot relatively quickly.
- **The best place for people in the area would be indoors, upstairs with windows and doors closed and ventilation systems switched off.**
  3. A major event leading to sudden release of a large quantity of a toxic substance which would form a large toxic cloud eg; release to atmosphere of most of the contents of a tank shell. Although the probability of such an event happening is extremely low, the consequences would be severe for people working close to the incident and the path of the cloud. The role of the emergency



services would be rescue, treatment of the injured and making the areas affected safe.

4. The major difference between releases of toxic and flammable materials is that toxic clouds tend to be hazardous down to much lower concentrations than flammable clouds and, therefore, may remain hazardous over greater distances.

### **3. Explosive Incidents**

After any explosion or explosive incident, immediate consideration should be given to evacuating the area with a view to preserving life.

**SECONDARY HAZARDS** – Be aware of the location of any substances in the immediate area of the incident which could cause additional danger in the event of an explosion. Such hazards include chemicals, gases, flammable liquids etc;

**GLASS** – Be aware of the proximity of glass. Broken glass is propelled at high velocity and can kill or maim. Blast can travel around corners and carry glass with it. Furthermore, glass can be sucked out by a passing blast wave.

**In all instances evacuate the area to a place of safety.**

If, in the course of unloading or carriage of explosives in the harbour area, any package containing explosives, or the sealing of any such package, appears to be damaged, the person in charge should set it aside temporarily, or, if the container is damaged this should be left alone.

If any explosives are spilled or escape from the package in which they are contained the person in charge should ensure that the following are immediately informed:

- Shift Supervisor
- The Terminal Manager
- The Port Authority.
- The Emergency Services

Do not touch the explosive as tampering could cause detonation.

**Evacuation** – Evacuate to a place of safety as quickly as possible as per the evacuation procedures contained previously.