

**Submission from the Department of Transport, 30 March 2009.**

*Marine Survey Office comments*

This paper deals almost exclusively with the shore base handling of petrol and similar fuels. There are a number of references to jetties and in this regard the Dept. Of Ent. Trade and Emp. should be made aware of our regulations in this regard which also give instructions for the storage of all hazardous material on jetties (not just fuels). In brief the IMDG Code is required to be complied with by all vessels in Irish waters: from 2010 the IMDG Code requires that all personnel involved with the transport of IMDG cargo are trained and this specifically includes shore personnel.

The IMO also has recommendations regarding hazardous material in ports: Revised Recommendations On The Safe Transport Of Dangerous Cargoes And Related Activities In Port Areas.

*Irish Coast Guard comments*

The Irish Coast Guard wish to make the following observations. While the introduction and implementation of Codes of Practice to support the risk assessment approach is to be welcomed it should be borne in mind that there are regulations in place (Sea Pollution Act 1991 & SP Amendment Act 1999, SI 217/2008 and others) covering risk, plans, training, response, auditing and authority.

Under the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990 and this national Legislation, the Irish Coast Guard is responsible for supervising the planning and implementation by Local and Harbour Authorities of their oil spill contingency plans which includes petrol jetties as an oil reception facility even if outside of defined harbour limits.

These plans have to be submitted for approval to the Coast Guard. Considerable responsibility already rests with Harbour Masters, facility owners and local authorities in this area which should not be diluted. In addition the Coast Guard provide national sea pollution courses for harbour and local authority personnel together with familiarisation courses each year. The formation and exercising of these plans would be required to remain within the Coast Guard remit and as such not be subject to approval from other bodies. Anything that would make this process more complicated may be counter-productive.