

CHAPTER 34

PORTS

INTRODUCTION

With increased international travel and trade, controls at ports are essential in preventing the introduction of FMD into Ireland. Routinely commercial Ro-Ro containers and trailers arrive from Great Britain and mainland Europe, and Lo-Lo containers from Great Britain, Europe and Third Countries. In addition there are daily ferries from Great Britain and mainland Europe carrying cars and passengers. During the summer months there are substantial seasonal increases in this traffic and further visits from cruise liners.

In 'peacetime' controls are in place to ensure that EU rules on importation are adhered to. When there is an increased threat from FMD in a neighbouring or EU country, these controls will have to be greatly enhanced. This chapter details the measures to be undertaken in 'peacetime' and when there is an increased threat.

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1. PEACETIME

1.1 The following information is maintained at each port during 'peacetime':

- Port statistics
- Map of port showing relevant locations
- Weekly timetable of arrivals
- List of permanent staff contact numbers
- List of temporary staff who assisted in FMD in 2001
- List of contact numbers of Port Authority, Harbour Master, Shipping Agents, Ferry Company Managers, Gardai, Customs, Civil Defence, Farm Relief Services and Army
- List of contact numbers of NDCC staff
- List of equipment suppliers.

1.2 The following checks are carried out at ports during 'peacetime':

- freight
- live animals
- second hand machinery
- galley waste disposal.

2. ENHANCED CONTROLS DURING AN INCREASED THREAT FROM FMD

2.1 When FMD has been declared in any country with direct connections to Ireland, various control measures must be put in place.

2.2 These measures include increased checks on:

- passengers and passenger vehicles
- freight
- live animal transport vehicles
- cleaning and disinfection of second-hand machinery
- galley waste disposal.

Additional measures include:

- disinfection of passenger footwear, equipment and vehicles
- posters, leaflets and announcements.

2.3 These measures are designed to:

- prevent/minimise the risk of introduction of FMD virus on people, vehicles, animals or animal products
- increase the level of public awareness of the risks of introduction of FMD.

2.4 These measures are in addition to normal portal duties including Border Inspection Post checks, exports of live animals and exports of meat and bone meal.

3. PERSONNEL

- 3.1 During an FMD emergency large numbers of staff will be required to re-locate to the ports.
- 3.2 Requests for staff will be sent from the VI/SVI in charge of the port to the NDCC (or Staffing and Logistics Unit – as soon as this has been established).
- 3.3 Priority should be given to staff who have gained experience during FMD in 2001.
- 3.4 Staff will report to the DAF portal office for briefing on procedures and will be provided with a map of the portal area, all necessary documentation and equipment.
- 3.5 A staff member will be designated to the allocation of duties and rostering.
- 3.6 Rostering will include rest periods (see Chapter 7, **Staffing and Logistics**).

4. EQUIPMENT

- 4.1 During an FMD emergency there will be a substantial increase in the amount of equipment and supplies required at ports. All requests for equipment from Central Supplies should be made to the Staffing and Logistics Unit in Headquarters via the VI in charge of the port or a nominated individual.
- 4.2 If necessary equipment and supplies may be sourced locally and invoiced to the FMD Payments Section in headquarters.

5. DISINFECTION

- 5.1 A list of approved disinfectants for use against FMD is maintained on the DAF Web-site.
- 5.2 The following disinfectants were used during FMD in 2001, and found to be satisfactory (i.e. non-corrosive, no odour, non-staining):
 - **Virkon S** @ dilution of 1 in 1300 (spraying vehicles)
 - **Citric acid** @ dilution of 0.2% (disinfecting mats for Ro-Ro vessels and cruise liners).
- 5.3 Procedures must be in place to verify that correct dilution rates are being used.
- 5.4 Protective clothing, including goggles, gloves and masks must be used for handling disinfectants.

- 5.5** Various types of equipment may be used:
- Knap-sack sprayers
 - Seisal mats
 - Power sprayers
 - Automatic sprayers designed by Portal Authority engineering departments (NB. Must be wide enough to take wide-loads and immersion troughs must be shallow enough not to damage car exhausts).
- 5.6** Water supply for disinfectant dilution at or near disembarkation ramps may be a problem. The hire/purchase of 1,000 litre tanks or a road tanker may be necessary.
- 5.7** Anti-freeze may be required to ensure that the disinfectant does not freeze in cold weather.
- 5.8** The siting of the sprayers should ensure that:
- all traffic (including unaccompanied freight) is sprayed
 - delays in disembarkation are minimised (H&S consequences – exhaust fumes).
- 5.9** Notices must be displayed advising car passengers to close the car windows during disinfection.
- 5.10** Disinfection of foot passengers and vehicle occupants is achieved by placing mats at the doors to all car decks on board the ferries and at exit doors in the arrival hall.
- 5.11** Care must be taken to ensure that mats for foot passengers are not over-saturated. This will minimise the risk of people slipping after stepping off them.
- 5.12** Any incidents (accidents and complaints) must be properly recorded, and notified to the NDCC (or Staffing and Logistics Unit if established).
- 5.13** Special attention should be paid to disinfection of walking boots and sporting equipment.
- 5.14** Motor cycles and bicycles are not required to go through automatic sprayers.
- Motorcyclists, pillion passengers and cyclists should be requested to dismount and walk across disinfectant mats.
 - Motorcycles and bicycles should be hand-sprayed.
- 5.15** Disinfection of Lo-Lo, cargo and bulk freight vessel crews which may arrive at any hour of the day or night may be achieved by:
- prior notification of the crew via an advice notice to the Ship's Masters - from the Harbour Master
 - disinfectant mats and supply of disinfectant distributed (e.g. by Army personnel)
 - extra mats for arrival of second-hand car/machinery carriers.

6. POSTERS, LEAFLETS, ANNOUNCEMENTS

- 6.1 Increased public awareness of the risks of introducing FMD virus and of bans on the import of certain products that are currently in place is achieved by the use of posters, leaflets and announcements.
- 6.2 As a general rule, signs must be:
- large enough to be easily seen (e.g. 7 foot high free standing signs)
 - simple and clear
 - displayed at eye level
 - in a colour that is eye-catching
 - in different languages (or pictorial).
- 6.3 Periodic surveys should be carried out to ensure that these measures are being applied at all relevant locations in the port.

7. INSPECTION PROCEDURES

The following inspection procedures are described:

- Inspection Procedures at Ro-Ro Freight Terminals – **Annex 1**
- Inspection Procedures at Ro-Ro Passenger Terminals – **Annex 2**
- Inspection Procedures at Lo-Lo Freight Terminals – **Annex 3**



8. FREIGHT INSPECTIONS

- 8.1 Freight inspections include both accompanied and unaccompanied trailers and containers.
- 8.2 Volumes may be high e.g. Dublin Port handles 550,000 freight units annually (50% accompanied, 50% unaccompanied). Approximately 5% of these freight units contain agricultural vehicles or products – requiring 100% checks.
- 8.3 The procedures used to establish the contents of the containers are listed in **Annex 4**.
- 8.4 Forms used to detain trailers or containers pending checks are set out in **Annexes 5** and **6**.
- 8.5 The form used to release trailers or containers following satisfactory checks is set out in **Annex 7**.
- 8.6 Where the result of the check is unsatisfactory, the trailers or containers must be further detained pending presentation of appropriate documentation or rejected, using the notice in **Annex 8** below.

9. LARGE PORTS

- 9.1 Summary statistics for Ro-Ro traffic at the ports of Dublin, Dunlaoghaire, Rosslare and Cork are given in **Figure 1** below.
- 9.2 These ports are permanently staffed by Ship Inspectors and VIs.
- 9.3 Where necessary, as a result of an FMD alert, other ports may be permanently manned for the duration of the crisis e.g. Waterford.

	DUBLIN	DUN LAOGHAIRE	ROSSLARE	CORK
Ro-Ro	16-18/day from UK	4/day from UK	4-8/day from UK 1/week from F	1/day from UK 1/day from F
<i>Driver accompanied freight</i>	Yes	Yes	Yes	Yes
<i>Coaches</i>	Yes	Yes	Yes	Yes
<i>Cars</i>	Yes	Yes	Yes	Yes
<i>Foot passengers</i>	Yes	Yes	Yes	Yes
<i>Unaccompanied freight</i>	Yes	Very little	Very little	Some
Ro-Ro compounds	4	1	1	1
LoLo freight	UK, F, NL, B, D	No	No	UK, F, NL, B
T/C freight	Yes	No	No	Yes
Bulk Freight	Yes	No	No	Yes
Galley waste	Yes	No	No	Yes
Comments	50:50 accompanied: unaccompanied freight	Turn around time very important		

Figure 1 Port statistics at Ro-Ro ports

10. FREQUENCY OF CHECKS

10.1 The NDCC will determine the frequency of checks in conjunction with the portal veterinary staff. This will take account of the following factors:

- a) The percentage of volume of confiscated product varies:
 - 1) Cars (highest)
 - 2) Trucks
 - 3) Coaches
 - 4) Foot passengers (lowest).
- b) When checking coaches the following are considered:
 - Age profile – elderly, schoolchildren, football supporters (all low risk)
 - Country of origin – depends on FMD infected countries at the time
 - Destination – package deals to hotels are low risk.

10.2 Risk freight is considered to be:

- Refrigerated containers
- Freezer containers
- Foodstuffs
- Any other animal products
- Animal feedstuffs
- Pet food
- Second-hand machinery
- Second-hand tyres
- Meat trays
- Animal transport vehicles
- Hay, straw & peat moss
- Groupage.

11. GUIDELINES TO STAFF

Guidelines will be issued for all TVI, SAO and TAO staff.

12. REJECTED CONSIGNMENTS

12.1 Consignments of animal products

Consignments of animal products which are not accompanied by the relevant documentation must be detained using the Notice in **Annex 8** below.

The person in charge of the consignment may be offered the opportunity to obtain the documents if they are available. If they are not available, the consignment must be rejected and returned to the country of origin. The Notice in **Annex 8** must be served.

12.2 Second hand machinery

Ireland has a zero tolerance policy in relation to the import of second hand machinery. Any machinery found to be dirty on arrival must be returned to the country of origin.

Cleaning of machinery on arrival at the port is not permitted.

13. CRUISE LINERS

- 13.1** More than 60 cruise liners visit Dublin Port alone between April and September each year. Cruise liners may carry as many as 2,000 passengers.
- 13.2** As all means of international transport (boat, aeroplane) are exempt from the EU rules which require animal products to come from approved establishments in approved Third Countries, the food used for crew and passengers can potentially originate in FMD infected countries.
- 13.3** The issuing of packed lunches to passengers disembarking for day trips is normal practice on these liners. However, whilst cruise liners may legally have non-compliant product on board, it is illegal to import non-compliant product onto Irish territory.
- 13.4** It is possible for passengers to be issued with sandwiches etc. that have sourced in Ireland, on disembarkation. They may bring drinks, fruit and confectionery from the boat.
- 13.5** Guidelines to Agents Handling Cruise Liner Visits are in **Annex 9**.

14. SWILL

- 14.1** The disposal of swill (food waste from ships' galleys) from all means of international transport during 'peacetime' is carried out under licence and official supervision following prior notification to DAF officials.
- 14.2** During an outbreak of FMD in countries with direct connections to Ireland it may be necessary to increase the degree of supervision. The risks relating to the different areas of each port will be assessed, and some or all of the following measures applied:
- a) Designation of all skips on quay walls as 'galley waste'.
 - b) Designation of Ro-Ro marshalling yards as galley waste areas.
 - c) All skips for offices in Ro-Ro and Lo-Lo compounds to be closed and locked at all times (or otherwise designated as galley waste).
 - d) All public bins at passenger terminals treated as galley waste.
 - e) Access to canteens and canteen kitchens in the port terminal must be closed and locked at all times.

- f) Display of notices at strategic points advising of intention to prosecute those found dumping waste of any kind.
- g) Prior notification of Masters of all ships entering port of the enhanced measures (letter from Harbour Master).
- h) Designation of one Ship Inspector to supervise all galley waste disposal.
- i) Use of Army personnel to assist in daily patrols of port terminal and escort of skips to landfill sites.

14.3 In some cases, ship's masters or Ferry Companies may undertake to dispose of waste in the country of origin.

15. HEALTH AND SAFETY

15.1 Ports can be dangerous areas to work in, especially if personnel are not familiar with the activities. New staff must be briefed on health and safety issues (and preferably issued with written protocols) immediately on their arrival. All staff must be issued with the necessary protective clothing, e.g. high visibility vests, steel toe-capped boots and helmets.

15.2 Staff required to handle disinfectants must be made aware of the appropriate dilutions and given instructions on what to do if disinfectant splashes on skin, eyes etc. Staff should be supplied with goggles, gloves and masks.

16. RECORDS

Full records should be maintained in regard to the following:

- Legislation
- Circulars
- Protocols
- Forms
- Staff rosters
- Staff lists
- Reports on meetings
- Letters issued/received
- Details of volumes and type of confiscated product
- Details of disposals of confiscated product/swill
- Details of checks carried out
- Details on rejections
- Complaints received
- Accident reports
- Log of all faxes and e-mails sent and received
- Diary of daily events.

17. COMMUNICATIONS

17.1 Meetings

Regular meetings should be held with relevant parties (e.g. Port Authority, Harbour Master, shipping companies, ships agents, Gardai, Customs), to keep them informed of measures that must be in place and to facilitate ongoing co-operation between all parties.

17.2 Circulars, guidelines etc.

When FMD measures are in place there will necessarily be significant volumes of communications between the port, the NDCC, the DVO and relevant parties at the port.

These will be sent by fax, telephone and email. A record must be kept of all communications received.

The DAF website and intranet are also used to archive press releases, lists of approved disinfectants etc.

17.3 Mobile phones

For effective communication between DAF officials, several mobile phones will be made available for use at the different locations within the port area.

18. ROLE OF EXTERNAL AGENCIES/PERSONNEL

18.1 Harbour Master

The Harbour Master has significant powers and has a key role to play in regard to:

- chairing meetings of interested parties
- co-ordinating all parties in harbour area
- designating galley waste areas
- communicating with every ship before it enters port (e.g. disinfection, galley waste requirements).

18.2 Ferry companies

- issue announcements
- issue advice leaflets
- provide disinfectant mats at doors to car decks.

18.3 Army

- patrol portal area to identify and monitor locations of galley waste skips
- ensure no illegal dumping of galley waste on quay walls
- escort skips to landfill sites and supervise disinfection
- deliver mats and disinfectant to vessels arriving outside regular hours/locations.

18.4 Customs

- Check baggage in passenger arrivals area.

18.5 Civil Defence and Farm Relief staff

- Disinfect vehicles
- Manage traffic flows.

18.6 Gardai

- Provide back up for baggage and vehicle checks
- Supervise rejected consignments
- Pursue vehicles which fail to stop at checks.

19. SMALL PORTS

19.1 A large number of small harbours, marinas, piers or slip-ways exist, which are not normally supervised by DAF officers.

19.2 These will be the responsibility of one of the following:

- Department of Communications, Marine and Natural Resources
- Local Authorities (Department of Environment and Local Government)
- Managers of private marinas.

19.3 In addition Customs officers normally monitor the activities of seagoing craft in these areas.

19.4 During 'peacetime' a number of FMD control measures are in place:

- a) DVOs maintain a list of all landing points and contact personnel in their area.
- b) The NDCC maintains a list of contact names for marinas.
- c) Local authorities designate particular landing points where galley waste disposal facilities are in place.
- d) Local authorities collect galley waste from the designated points in their areas during the season and dispose of it by deep burial or back-filling.
- e) Galley waste from commercial vessels docking at local authority sites is disposed of by private contractors (and charged to the Master).
- f) Notices outlining FMD precautions are displayed at all landing points.
- g) A map showing the location of the nearest disposal facility is displayed at each landing point.
- h) Disinfection facilities are present at each landing point.
- i) Periodic checks by DVO staff to ensure that measures are in place.

19.5 When the threat of FMD is increased by its presence in countries from which small vessels may arrive in Ireland, the NDCC will initiate liaison meetings with the contact points in the relevant Government Departments:

- Communications, Marine and Natural resources
- Environment and Local Government
- Revenue Commissioners (Customs).

19.6 The purpose of these meetings is to:

- ensure that measures are in place at all landing points
- keep other Departments apprised of all developments
- increase awareness of the risks of introduction of FMD amongst the users of seagoing craft.

ANNEX 1

INSPECTION PROCEDURES AT RO-RO FREIGHT TERMINALS CHECK CURRENT PROTOCOL FOR FREQUENCY OF CHECKS

ROLE	PROCEDURES	STAFF ALLOCATED
SUPERVISE PROCEDURES AT FERRY TERMINALS		DS/SAO
INSPECT PASSENGER DISINFECTANT MATS ABOARD SHIP	Check that all mats are in place and have been disinfected	TAOs
DISINFECT VEHICLES AND CAR PASSENGERS	Refill water containers Dilute disinfectant Ensure automatic sprayers working Hand spray vehicles	FARM RELIEF SERVICE CIVIL DEFENCE
DIRECT TRAFFIC	Direct traffic to automatic sprayers to ensure minimal delays	CIVIL DEFENCE
CHECK MANIFESTS	Identify risk freight and machinery Issue N1 Form to drivers of accompanied freight Issue NI Form to freight office for unaccompanied freight	DESIGNATED TAOs
DIVERT AND HOLD FREIGHT ON DISEMBARKATION	Driver accompanied – divert to inspection area adjacent to vehicle inspection area Unaccompanied loads – designate as 'held' on freight computer	TAOs GARDAI
CHECK COMMERCIAL VEHICLES	Interview driver re load and documentation Check documentation and refer to TVI Search cabs and exterior compartments Confiscate banned products	TAOs
CHECK CARS	Interview drivers and passengers re farm contacts and products Search cars for banned product Confiscate banned product Record details of farm contacts and issue of advice leaflet Disinfect footwear, sports equipment	TAOs
CHECK DRIVER ACCOMPANIED LOADS	Verify documentation Inspect load Clear load – initials on NI Form Reject load – N3 Notice (cc. Gardai, Freight Office, Portal Office)	TVIs
CHECK UNACCOMPANIED LOADS	Hold at freight office on computer When driver arrives – proceed as for accompanied loads	TVIs
CONFISCATE PRODUCT	Place confiscated product in galley waste skip	TAOs
PROVIDE BACK-UP ASSISTANCE AND ENFORCEMENT		GARDAI

ANNEX 2

INSPECTION PROCEDURES AT RO-RO PASSENGER TERMINALS

CHECK CURRENT PROTOCOL FOR FREQUENCY OF CHECKS

ROLE	PROCEDURES	STAFF ALLOCATED
SUPERVISE PROCEDURES AT FERRY TERMINALS	Checks on foot passengers and coaches/ coach passengers Disinfection procedures	DS/SAO
PASSENGER DISINFECTION	Supervise foot and coach passengers walking over mats Replenish disinfectant on mats	TAOs
CHECK FOOT AND COACH PASSENGERS	Interview passengers re farm contact Record details of contact Issue advice leaflet where farm contact Disinfect footwear from luggage	TAOs
CHECK BAGGAGE	Search baggage of foot and coach passengers for prohibited animal products	TAOs CUSTOMS
CHECK COACHES	Search inside of coach for prohibited animal products, before passengers re-board	TAOs
CONFISCATE PRODUCT	Place confiscated products in galley waste skip	TAOs
PROVIDE BACK-UP ASSISTANCE AND ENFORCEMENT		GARDAI

ANNEX 3

INSPECTION PROCEDURES AT LO-LO FREIGHT TERMINALS

ROLE	PROCEDURES	STAFF ALLOCATED
DISINFECTION	Place mats at gangway for crews Replenish disinfectant on mats	ARMY
MANIFEST CHECKS	Inspect manifests 24 hours before arrival Identify risk freight and machinery Notify freight office of risk freight to be held on computer – issue N1 forms Check documentation accompanying loads with TVI/VI for I/C or SI/VI for T/C	SHIP INSPECTOR DESIGNATED SAO
DOCUMENTATION CHECKS	Verify documentation Clear loads – Release document (initial for I/C or Annex B for T/C) Reject loads – DN3 notice (cc. Gardai, Freight Office, Portal Office)	TVI (I/C) VI (T/C)
PROVIDE BACK-UP ASSISTANCE AND ENFORCEMENT		GARDAI

HEALTH & SAFETY WARNING

Container yards are dangerous work environments, due to the presence of heavy machinery and cranes lifting container units.

Staff are only permitted to enter DESIGNATED AREAS – check that you know where these are before entering.

Staff are only permitted to enter container yards when wearing HIGH-VISIBILITY PROTECTIVE CLOTHING.

ANNEX 4

PROCEDURES FOR CHECKS ON FREIGHT

A. Driver accompanied freight

1. Check manifest before ship arrives.
2. List all freight considered to be at risk on **Form N1** (refrigerated/frozen containers, those declaring animal products/animal feedstuffs/hay, straw and peat moss, second hand machinery, those containing empty meat trays, animal transport vehicles + % of groupage).
3. On arrival identify those listed, and divert to one side while other freight unloads.
4. Interview drivers of loads which are not diverted and check documentation, whilst in line (any other risk freight identified can then also be diverted).
5. Interview all drivers of loads held, examine documentation, examine load.
6. If satisfied that rules have been observed, release by signing off the load on Form N1.
7. If not in compliance with rules, reject (or direct for destruction) using the Notice of Rejection under the Trade in Animals and Animal products Regulations, 1994.

B. Unaccompanied freight

1. Check manifest before ship arrives.
2. List all freight considered to be at risk on **Form N2** (as in A.2).
3. Give list to freight office for holding pending DAF checks.
4. When driver arrives to collect the load, arrange for TVI to meet him or her at the compound and to carry out the interview, and document and load checks (for security reasons no containers should be opened in the absence of the driver).
5. If satisfied that rules have been observed, release by issuing a Release Docket (**Form N3**).
6. If not in compliance with rules, reject (or direct for destruction) using the Notice of Rejection under the Trade in Animals and Animal Products Regulations, 1994.

ANNEX 7

FORM N3

DEPARTMENT OF AGRICULTURE AND FOOD

Telephone: 01 855 6250
Fax: 01 836 3457

Portal Veterinary Office
Merchants Yard
East Wall Road
Dublin 1

RELEASE DOCKET

To: _____

PLEASE RELEASE THE FOLLOWING CONTAINER:-

Container Number: _____

Manifest Reference: _____

Goods description: _____

Sealed on arrival: Y/N Number: _____

Re-sealed: DAF number: _____

Signed: _____

VI/TVI

Date: _____

Time: _____

STAMP

ANNEX 8**EUROPEAN COMMUNITIES (TRADE IN ANIMALS AND ANIMAL PRODUCTS) REGULATIONS, 1994 [S.I. NO. 289 OF 1994]****NOTICE FOR REJECTION OR DETENTION**

I, _____ being an inspector under the Diseases of Animals Acts, 1966 and 2001, and an authorised officer for the purposes of the European Communities (Trade in Animals and Animal Products) Regulations, 1994, am of the opinion that the following:

Agricultural product: _____

Found at: _____

Has been imported in contravention of the veterinary legislation of the European Community in that the agricultural product:

- a) does not comply with the provisions of Article 3 of Council Directive 89/662/EEC* or
- b) comes from a region contaminated by an epizootic disease*

In accordance with the provisions of Regulation 9, paragraph 2 of the above- mentioned Regulations, I hereby direct that the agricultural product concerned be:

- a) re-dispatched to _____ (country), being the Member State of origin* or
- b) detained at: _____ pending re-dispatch/ destruction*

* delete as appropriate

In accordance with the provisions of Regulation 9, paragraph 2 of the above- mentioned Regulations, you are hereby notified that an appeal may be made by you to the District Court against the terms of this notice within 5 days of its service.

The notice is served on you, being the person who appears to be in control for the time being of the product concerned.

Signed: _____ Authorised Officer

Date: _____

ANNEX 9

GUIDELINES FOR AGENTS HANDLING CRUISE LINER VISITS

Prior Notice

A minimum of 24 hours notice of the arrival of cruise liners must be given to the Portal Veterinary Office detailing:

- Time of arrival
- Location and number of the berth
- Name of the cruise liner
- Approximate number of passengers
- Whether galley waste removal is required.

Disinfection

All passengers and crew will be required to use disinfection mats for footwear when disembarking. These will have been placed on the quay wall at the bottom of the gangways. It is the responsibility of the Master of the vessel to ensure that the mat remains soaked in disinfectant at all times.

Landing of food

Under no circumstances may any food be landed – whether for personal or catering use. All agents should ensure that this information is clearly understood by the relevant Officer in charge prior to entering the port and that all passengers are informed before disembarkation.

Galley waste

24 hours notice of requirements for galley waste removal is required.

(Contact: _____ at the Portal Veterinary Office at Tel: _____).

Prior arrangements must be put in place by the agent with the licensed waste removal company to ensure that the required skip(s) are on the quayside in time for the arrival of the vessel. All skips must be the covered type, and must be removed as soon as the vessel departs. It is vital that adequate notice is given in order that permits for disposal can be issued by the County Council prior to galley waste removal.

Visit by Department of Agriculture official

On the vessel's arrival in the port a Department official will board it to ensure that the disinfection procedures, restrictions on the landing of food and disposal of galley waste are clearly understood. This official will be available to answer any queries you may have.

Further clarification regarding these issues can be obtained by contacting the Veterinary Inspector on duty at the Portal Veterinary Office (Tel: _____).

Issued by the Department of Agriculture and Food