



Calafort Phort Láirge
Port of Waterford

Environment Report 2023

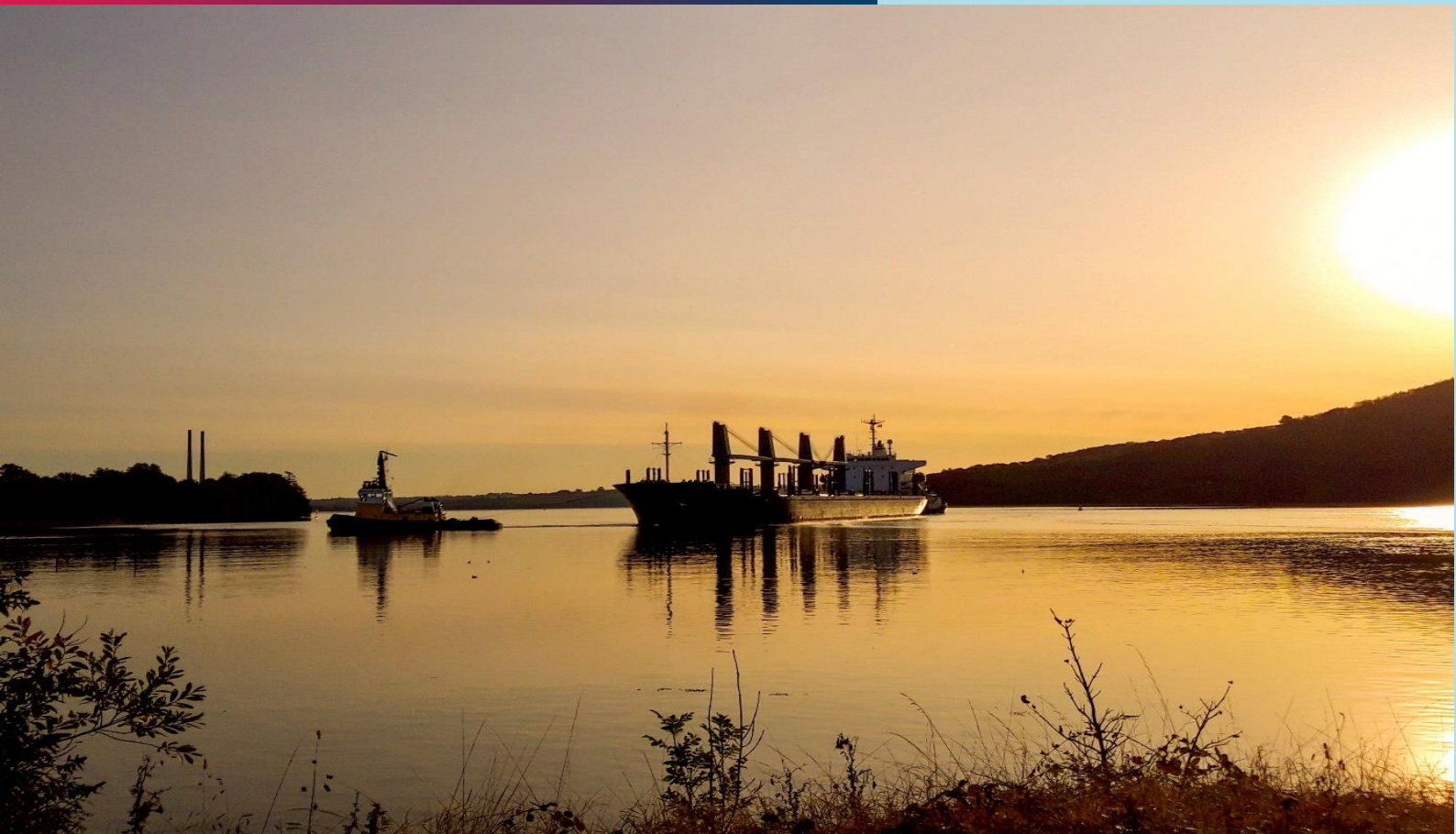


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1. Introduction

This Environmental Report has been prepared by Port of Waterford (PoW) to provide our stakeholders, members of the local Community and wider public with information on the environmental issues and performance of the port operations at Belview Port.

The Report has been prepared in accordance with the requirements and guidance of the internationally recognised ECO Ports certification scheme for ports – Port Environmental Review System, PERS. PERS has been developed specifically to address the specific environmental attributes of ports within Europe as part of an increasing recognition of the vital importance of ports and other marine terminals within the economy, together with the central role they can play in ensuring high levels of environmental performance within the transport and infrastructure sector.

Furthermore, continually developing understanding and awareness of the environmental importance of our coastal and estuarine environments, and the pressures on these important ecological habitats, has resulted in the increasing implementation of voluntary approaches to environmental management of port operations.

Port of Waterford is a member of the "EcoPort" Network (<http://www.ecoport.com>), which is administered by the European Sea Ports Organisation (EPSO). The EcoPort PERS has over the past 20 years been established as the only port specific Environmental Management standard and has been implemented to date by 23 ports throughout Europe.

A central requirement of PERS is the public availability of information on a port's environmental performance - this Environmental Report fulfils EcoPort requirements for reporting in a format that will be updated biennially. The Report furthermore demonstrates the commitment of the Board, Management and Staff at Port of Waterford to continual improvements in environmental performance in and around the Port of Waterford through proactive environmental management of PoW operations and encouragement of the activities of other port users. An electronic version of the Report is available at <https://www.portofwaterford.com/>

2. Port of Waterford

Location

The Port of Waterford is strategically located in the southeast of Ireland, 8km downstream from Waterford City and adjacent to the confluence of the rivers Suir, Barrow and Nore.

With strong roots in Waterford City, where the Port continues to own significant riverside lands on Merchants Quay and Clyde Wharf, the main centre of operations is based at Belview Terminal, Co Kilkenny, with additional locations for cargo, storage and cruise liners located at Waterford City Quays, Dunmore East and Great Island.

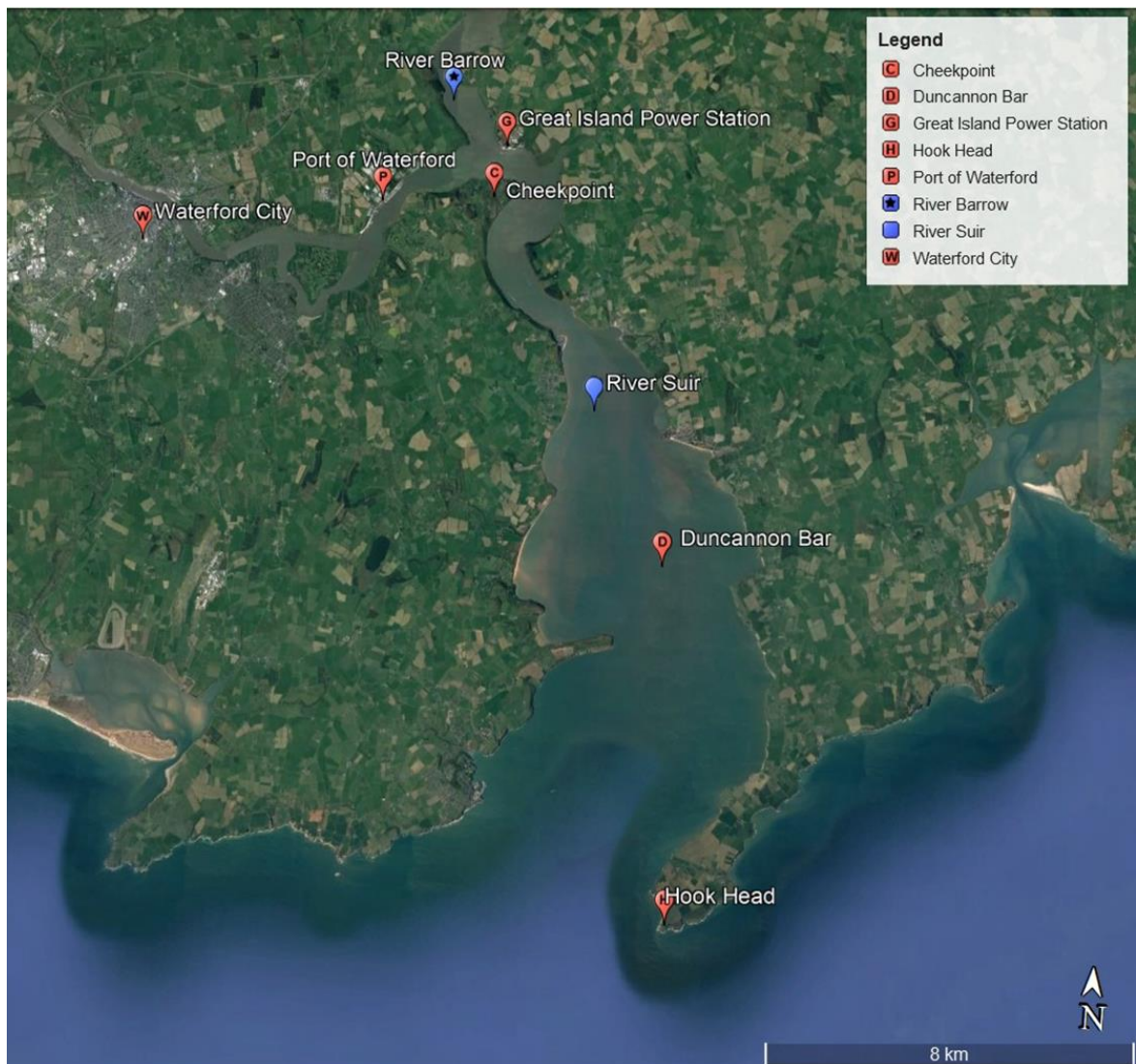


FIGURE 1 PORT OF WATERFORD: KEY LOCATIONS

Structure

The Port of Waterford is owned and operated by the Port of Waterford Company, a commercial semi state limited company corporatised under the Harbours Act 1996 and is under the aegis of the Department of Transport.

The Port of Waterford has been categorised as a Tier Two Port under the categorisation of ports recognised in the National Ports Policy 2013 and is classified as a comprehensive port on the EU's Ten-T network.

Belview Terminal

The Belview Terminal operations are the key centre of commercial operations for the Port of Waterford and are the focus of this submission.

Located on the north bank of the River Suir, the operations at Belview are comprised of 960 metres of quays combined with berths, the port operational area, open and covered warehousing, storage areas and land for future port development. These lands are all contained within a Port Area Zoning of over 265 hectares. There is over 100,000m² of warehousing as an element of excellent shore side services.



Figure 2 Plan of Belview Terminal

The Port of Waterford can handle substantial vessels with draughts of up to 9 metres and up to 190 metres long.

The Port of Waterford benefits from highly strategic inland connectivity through the M9 and with a direct quayside connection to the national rail network.

The access channel is through the mouth of the River Suir between Dunmore East and Hook Head with a distance of 10 nautical miles between the mouth of the estuary to the berths at Belview Terminal.

There are two dredged channels maintained twice a year by the Port of Waterford to keep the channel to a minimum depth of 6.5m CD, with close to 500K tonnes of sediment removed annually during maintenance dredging. Maintenance dredging at the Port of Waterford represents a significant outlay each year accounting for 30% of the Port's total annual expenditure.

The Port of Waterford terminal at Belview handles a mixture of mercantile trade including 1.5m tonnes of mainly Agri related bulk products and a 150k tonnes of break bulk mainly comprising of timber, steel and project cargoes.

Additionally, the Belview terminal also handles container/LoLo trade of 50k tonnes per annum.

Cruise business and investment assets also make significant contributions to the company's financial performance.

The Port of Waterford is supported by a range of service providers including bulk stevedores, materials handling, licensed haulage, bulk and palleted storage, logistics and other services.

The annual value of goods transiting through the Port of Waterford is €1.7bn (2018) with just under 1,000 jobs (2018) in, or supported by, the port enterprise area.

Policy

Under national policy the Port of Waterford is recognised in the National Planning Framework 2040 and identified as an important economic enabler.

The National Ports Policy 2013 recognises the Port of Waterford as a Port of National Significance (Tier 2) and contains a commitment from the Government for the Port to achieve its full potential. (National Ports Policy 2012, page 27).

The Regional Spatial and Economic Strategy for the Southern Region also recognises the Port of Waterford as an important strategic economic resource with an objective of developing the Port as a Major Economic Gateway. The RSES comments that the Port of Waterford at Belview is a Strategic Employment location;

The Belview Port Industrial area & associated IDA site. The Port at Belview is a strategic national, regional and county asset with good road and rail links. The role and status of the port nationally and regionally and its industrial land capacity

should be strengthened to support and promote a balanced multi-modal freight transport policy that safeguards the importance of rail transport as a means of access to the Port. (RSES for the Southern Region, 2020, page 338).

The Kilkenny County Development Plan 2021 also recognises the strategic importance of the Port of Waterford Terminal at Belview and contains the following commitment;

The Council will support the development of the necessary port infrastructure and associated road and rail connectivity required for the development of the Port, to enhance the role of the Port as an Economic Driver for the South-East subject to the outcome of appropriate appraisal, environmental assessments, and the planning process. In support of infrastructure delivery, the Council will support the continued rollout of high-speed broadband to the Belview port area within the lifetime of the Plan.

Kilkenny County Council will work with Irish Water to ensure an adequate wastewater treatment plant and distribution network to service the employment lands at Belview.

The Council will also support development of freight rail services and facilities at Belview for the Port to function effectively for the State and support modal shift to freight rail as part of wider climate action programmes.

The Council will support the Port of Waterford in the development of port facilities at Belview as outlined in its strategic masterplan. (page 61)

Further in the County Development Plan, the following commitment is given;

The Council will support and promote the development of the necessary port infrastructure and associated industrial and distribution activities as well as associated rail and road connectivity required to support the development of the Port of Waterford, Belview. (page 308)

The Port of Waterford produced a Masterplan 2020 – 2044 to provide a framework for the development of the Port of Waterford, recognising the Port's potential and identifying specific projects that might be brought forward for development and permitting when required.

The Environment, Sustainability and the Port of Waterford

In terms of the natural environment, the Port operates within Waterford Harbour which includes several Natura 2000 sites, including the Lower River Suir SAC, the River Barrow and River Nore SAC and the navigation channel is adjacent to the Hook Head SAC.

The Port operates an Annual Biodiversity Management Plan to ensure that issues concerning the natural heritage are well managed in the context of port operations.

The Port recognises that Waterford Harbour is shared with a range of different users and stakeholders, including leisure, fishing, commercial and domestic activities.

In the context of climate action, the Port is committed to reducing its direct carbon footprint by 50% by 2030, and has developed structures within the Port to give effect to a Sustainability Policy which will directly facilitate the Port in achieving transport emissions reductions, and taking carbon out of the supply chain by promoting more sustainable transport modes.

As a port that is rail connected to quayside, there is significant potential for increased carriage of freight by rail. Waterford has extensive rail connectivity with great potential to grow Lo-Lo rail connectivity between Waterford and the Greater Dublin metropolitan area. This has the potential to contribute to lower net economy wide emissions.

Climate Change Adaptation of business operations in the Port is of paramount importance and informs both the Port's operation and development plans.

The Port also has major ambitions to be a key hub in the development of Ireland's renewable energy sector.

The scale of potential opportunities presented for the Port by the increased development of renewables in Ireland is really significant right across the development and life cycle for a range of renewable projects. The Port has already played a role in the importation of components for onshore renewable projects including wind and solar and is well placed to significantly increase throughput in these categories of goods.

The Port also sees major opportunities through the development of a circular economy and is actively examining new product mixes and cargo types to facilitate responsible trading in a global circular economy.

3. Port of Waterford Environmental Policy



Environmental Policy

Port of Waterford is committed to reducing the impact of its activities on the environment

To this end, Port of Waterford has implemented an environmental management system to continually improve its environmental performance.

In order to meet this commitment Port of Waterford will pursue the following objectives:

- To ensure compliance with all applicable national and European environmental legislation and regulations
- To reduce emissions, prevent pollution and to improve waste management practices
- To reduce consumption of natural resources and to use energy responsibly and efficiently
- To minimise noise and other nuisances
- To assist in the management of ecology and promote biodiversity wherever possible
- To continuously assess our environmental performance
- To continually improve by setting and reviewing environmental objectives and targets
- To work continuously to improve the environmental aspects of any task(s), including influencing our stakeholders to adopt environmentally conscious design of projects, and use of environmental assessment tools.
- To ensure a thorough investigation of environmental incidents which occur on PoW sites.
- To ensure that all PoW personnel are aware of their responsibilities.
- To make its environmental information available to interested parties

The necessary personnel and financial resources will be allocated to assist Port of Waterford in meeting its environmental objectives and targets. In addition, Port of Waterford will continue to raise the levels of environmental awareness throughout its workforce and to promote this awareness to all its stakeholders.

Port of Waterford is committed to operating its Environmental Management System in a manner that attains and sustains compliance to the international Environmental Management Standard ISO 14001:2015.

Signed _____
David Sinnott Chief Executive

Date _____
20th October 2022

4. Port of Waterford Environmental Management System

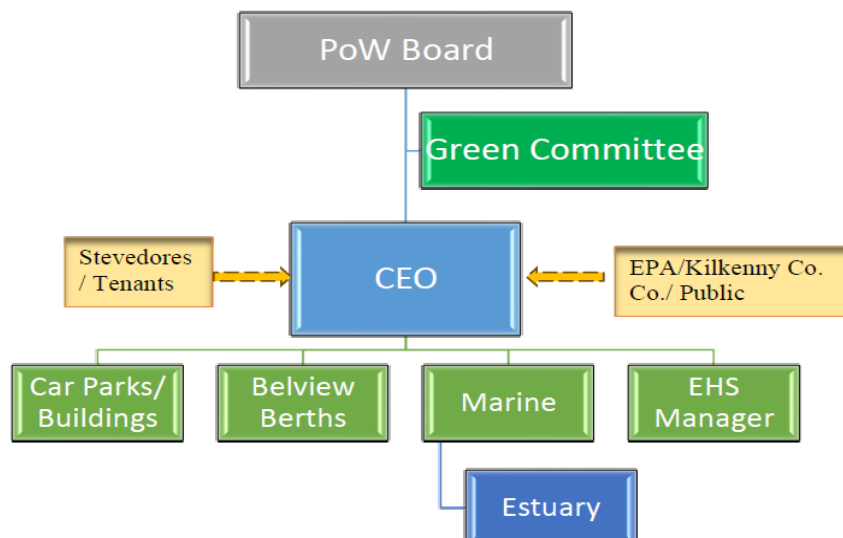
Port of Waterford is committed to reducing the impact of its activities on the environment. To this end, Port of Waterford has implemented an environmental management system to the international Environmental Management Standard ISO 14001:2015. We continually strive to improve our performance in a sustainable manner, by:

- Forward planning to reduce greenhouse gas emissions and to prepare for the effects of climate change;
- Implementing a programme of good management practices including adopting an energy efficient design strategy to all future equipment and technology upgrades;
- Using Strategic Environmental Assessment (SEA) techniques as part of the Masterplan 2044 process (the Port’s long-term infrastructure plan).

The necessary personnel and financial resources will be allocated to assist Port of Waterford in meeting its environmental objectives and targets, these will be monitored and reviewed as appropriate. In addition, Port of Waterford will continue to raise the level of environmental awareness throughout its workforce and to promote this awareness to all its stakeholders

Environmental Management Structure and Responsibilities

The overall organisational structure in Port of Waterford that has regard to environmental issues is shown:



The Board has established a Green Committee as a Committee of the Board to support them in their responsibilities for the minimisation of unsustainable resource use and environmental degradation, and the promotion of environmental awareness and environmentally sustainable behaviours within Port of Waterford and its ancillary operations.

Environmental Management Structure and Responsibilities

Environmental Responsibilities of Key Personnel*		
For those areas for which the Port authority has responsibility, what personnel are responsible for the following functions?		
	Job Title or Name**	Department
Port Operations (Dredging)	Ian Moriarty	Harbour Master
Port Operations (Navigation)	Darren Doyle	Harbour Master
Port Operations (Shipping)	Darren Doyle	Harbour Master
Port Operations (Terminals)	Derek Madigan	Terminal
Cargo Handling Operations	Derek Madigan	Terminal
Jetty/Wharf Management	Darren Doyle	Harbour Management
Site Management	Derek Madigan	Terminal
Strategic Planning	David Sinnott	CEO
Supplies acquisition	Brian Moore	Admin
Licensing/Permits	Lorraine Casey / Iaan Moriarty	EHS/ Marine
Quality Management	Brian Moore	Admin
On site Contractor Management	Lorraine Casey/ Noel Collins	EHS / Projects
Emergency Planning	Darren Doyle / Lorraine Casey	EHS/ Marine
Waste Management	Darren Doyle / Lorraine Casey	EHS/ Marine
Marina / Slipway management	Darren Doyle	Harbour Master
Environmental Document Management	Lorraine Casey	EHS
Environmental Data Management	Lorraine Casey	EHS/ Marine
Soil pollution assessment	Lorraine Casey	EHS
Air Quality monitoring	Lorraine Casey	EHS
Energy and Carbon Footprint monitoring	Noel Collins	Projects
Water Quality monitoring	Lorraine Casey	EHS
Noise management	Lorraine Casey / Ian Moriarty	EHS/ Marine
Vehicular Management of Terminal traffic	Derek Madigan	Terminal
Climate Adaptation	Ger O'Donnell	Marine
Sustainability / Climate Change Management	Green Committee	

5. Evaluation of the Environmental Aspects / Impacts at Port of Waterford

Section 9 of the Port of Waterford Environmental Management Manual (EM01) details the procedure for identifying, assessing and recording environmental aspects. These are documented in this Environmental Aspects Register (EAR).

Environmental Aspects are defined as: “element of an organization’s activities or products or services that interacts or can interact with the environment “.

Environmental Impacts are defined as:” change to the environment, whether adverse or beneficial, wholly or partially resulting from an organization’s environmental aspects”.

Methodology

The EAR comprises three tables as follows:

- Table 3 (Environmental Aspects Identification List) identifies the Port of Waterford activities with specific relevant environmental aspects. These aspects take cognisance of the ‘identified priority issues’ specified in the ESPO ‘Green Guide’ 2012; in addition to site-specific issues.
- Table 4 (Environmental Impacts Identification List) outlines the environmental aspects identified in Table 3 and summaries the potential environmental impact which relevant port activities may have on each environmental aspect, highlighting the most likely causes of environmental impacts and the environmental aspects which will be affected.
- Table 7 (Risk Matrix) details the findings of the Risk Evaluation (Table 5) and Ranking (Table 6) system used to evaluate the significance of each identified relevant environmental aspect.

The risk scenarios identified in 4, were assessed against the likelihood and consequence to derive an overall risk score in accordance with the standard method set out in EPA (2014) “Guidance on assessing and costing Environmental Liabilities”. The results are presented in together with the control measures already in place that reduce the likelihood of occurrence and/or in some cases the consequence of the effect.

Table 1: Risk Classification – Likelihood

Rating	Likelihood*	
	Category	Description
1	Very Low	Very low chance of event occurring (or less frequent / almost never)
2	Low	Low chance of event occurring (or annually / bi-annually)
3	Medium	Medium chance of hazard occurring (or 1-4 times per year)
4	High	High chance of event occurring (or monthly / bi-monthly)
5	Very High	Very high chance of event occurring (or weekly / more frequent)

*The assessment of the environmental liabilities has been limited to a 30-year period in accordance with Article 10 of Council Directive 1999/31/EC and Article 17 of 2004/35/CE.

Table 2: Risk Classification – Consequence

Rating	Consequence [‡]	
	Category	Description
1	Trivial	No impact or negligible change to the environment
2	Minor	Minor impact/localised or nuisance
3	Moderate	Moderate impact to the environment
4	Major	Severe impact to the environment
5	Massive	Massive damage to a large area, irreversible in the medium term

[‡]Impact/ Damage to the local environment.

Table 7: Risk Matrix

The risk matrix is shown in Table 7. The risks have been colour-coded to provide a broad indication of the critical nature of each risk in order to facilitate prioritisation of risks for treatment.

The risk matrix indicates that there are 2 risks in the red zone and a further 13 in the orange zone. These risks require further mitigation and management in order to reduce the consequence and / or likelihood of them occurring.

Likelihood	Very High	5	13.4; 11.4; 11.2; 9.3; 9.1; 7.4; 7.3; 7.1; 6.2; 6.1; 4.2; 3.2; 2.3; 2.2; 1.7; 1.8; 1.9; 1.4; 1.3; 1.1; 10.2; 10.4; 14.1; 14.5	3.1; 7.2; 10.3; 12.5	6.2		
	High	4	14.4; 14.2; 13.2; 12.2	4.4; 4.3; 10.1	12.8;	12.4	
	Medium	3	5.1;	3.3;4.1; 5.6; 5.5; 13.3; 13.1; 12.1; 11.1		11.3;11.9	
	Low	2	2.5; 1.2; 9.2	2.1;15.2; 15.1; 14.3; 13.7; 5.2; 8.1;	13.6; 13.5; 12.7; 12.6; 11.5; 5.3; 2.4; 6.3; 10.5;10.6; 11.6	11.8; 11.7;	12.3
	Very Low	1		8.3; 1.6; 1.5; 5.4; 6.4; 8.2; 8.4; 8.5	6.5	1.11	2.6, 2.7, 6.6
				Trivial	Minor	Moderate	Major
			1	2	3	4	5
Consequence							

Only those Aspects within the direct control of Port of Waterford have been considered for the continuing development of the PERS system. The functional areas and activities considered for Port of Waterford are:

1. Estuary
2. Port (including berths)
3. Estate
4. Projects
5. Emergencies

The Aspects are further described and evaluated in the Register of Environmental Aspects (Attachment 1).

6. Environmental Performance at Port of Waterford

Noise

Port Operations – Noise

Port of Waterford has noise limits imposed on the facility, under Planning Permission (Ref.no.PL 10.0969325) which is as follows:

“Noise from the port in operation shall not exceed		
	Day (07:00 hours to 20:00 hours)	Night (20:00 hours to 07:00 hours)
Gantry Movements	55	45 L _(Aeq, 1 hour)
Crane Mechanism (impulsive)	60	50 L _(Amax, 5’)
Road Traffic Noise	65	N/A L _(A10, 18 hour)
Train Noise (No hooter)	N/A	45 L _(Aeq, 1 hour) ”

The quoted limits are to be applied as “measured at the façade of any noise-sensitive residential unit in the locality which is not in the ownership of the applicant”.

The limits as outlined above are somewhat unusual in that they ascribe restrictions on specific activities / sources as opposed to a total limit for all port related noise.

An environmental noise survey was undertaken in August 2021, by Moloney & Associates, Acoustic & Environmental Consultants. A review of the nearest noise sensitive locations (NSLs) and a sampling point was agreed at Willow Wood Faithlegg, Co. Waterford (This position is located approx. 640 metres to the south of the port).

Survey Summary Findings

Overall, port related noise recorded at NSLs during the survey complied with the EPA limit values

The results of this survey (samples taken at evening & night periods) indicate that the ambient noise level ranged approx. 39 and 45 dBA ($L_{Aeq,T}$). Therefore, the total noise attributable to the port facility was within permitted levels.

Dredging – Noise

The permit for dredging at the Port of Waterford provides noise emission limits as set out in the table below. Noise monitoring for any noise sensitive locations is carried out by survey in accordance with the provisions of the permit. A ‘soft-start’ or ‘ramp up’ procedure is used during activities to ensure that sound energy into the marine environment is gradually increased from levels unlikely to cause significant behavioural impact on marine mammals to the output necessary for completion of activities.

Daytime dB Lar,T (30 minutes)	Evening time dB Lar,T (30 minutes)	Night-time dB Lar,T (15 minutes)
55	50	45

There were no noise complaints lodged in 2023 associated with dredging.

Air Quality

Port of Waterford Company is required by the terms of their Licence (Reg. No. 683/94) to carry out monthly dust deposition monitoring and report on a quarterly basis. Testing was carried out by Paddy Wright BSc. Pg. Dip. Chem. Eng, Cert OH and Frances Wright LFOH, BSc. Pg Dip. Env., Dip S&H of Wright Environmental Services.

Sampling was undertaken using Bergerhoff dust deposit gauges. Results are compared to the typical limit value for this method of 350mg/m²/day. Details of this sampling and analytical method are given in the Appendix 1. The Planning Permission Limit is listed as 150mg/m²/day of total dust. This limit is more appropriate for a residential area rather than the boundary of an industrial activity. The company are therefore seeking a revision in line with the Bergerhoff method.

Six Bergerhoff gauges, as specified in TA Luft and the German VDI 2119, Part 2 1996 are positioned at six locations at the port. The gauges measure total (both soluble and insoluble) dust deposition over monthly periods and the result expressed in mg/m²/day. The gauges are changed on a monthly basis and the relevant analysis performed to determine the dust deposition rates.

A summary of the results for the 4th Quarter of 2023, indicate that the deposit rates are within the recommended limit of 350mg/m²/day.

Water Quality

The Port operates within Waterford Harbour which includes the Lower River Suir SAC and River Barrow and River Nore SAC (Special Area of Conservation)

Surface water discharge from the quay and shore side operations at Port of Waterford are due to rainfall, there are no discharges of trade effluent associated with the port activities.

In 2023, Port of Waterford completed the connection of foul effluent to the Irish Water Waste Water Treatment plant, thus eliminating the previously imposed sampling requirements from the now decommissioned Blivet Waste Water treatment facility at Belview Port.

Potable water gets analysed on an annual basis and last test was completed in March 2023 by the HSE and results were satisfactory and within EU regulation

Waste Management

Port of Waterford revised its Waste Management plan, in line with the requirements of DTTAS and S.I. No. 296 of 2021, European Union (Port Reception Facilities for The Delivery of Waste from Ships) Regulations 2021, in May 2022.

PoW also has a revised SOP for the Landing of Ships Waste (approved by Department of Agriculture for the management of Category 1 ship landed waste, this also forms part of the Waste Management Plan.

Port of Waterford maintains full details & certificates of disposal / recovery for all wastes removed from suite, these figures are also submitted to the SEAI as part of the Port of Waterford's ECOMERIT certification.

Biodiversity

As part of our biodiversity objectives for 2024, the port will have a habitat survey of its land conducted in late spring to support the development of a biodiversity action plan. The survey will help to identify the impact of port operations on local biodiversity, habitats and species present and actions which can be taken to protect and enhance biodiversity. The port is a Business Supporter of the All-Ireland Pollinator Plan and is involved in biodiversity programmes such as the DiadES Programme, an EU initiative aimed at conserving vulnerable migratory fish species.

A Strategic Environmental Assessment (SEA) was conducted as part of the Port of Waterford's 25-year Master Plan to evaluate development options to ensure they could provide a high level of protection for the environment and to provide sustainable development. The development of the Master Plan also included a Natura Impact Report to assess the potential adverse effects, if any, of the proposed plan and associated works on nearby sites with European conservation designations (i.e. Natura 2000 sites).

Adaptation

The Port of Waterford has completed a high-level risk assessment for climate adaptation to assess possible risks and vulnerabilities. The risk assessment is guided by the Transport Climate Change Sectoral Adaptation Plan and guidance from the World Association for Waterborne Transport Infrastructure. It examines potential risks to port operations, infrastructure and personnel posed by climate change projections for factors including storm surge, precipitation, sea level rise and temperature extremes.

This risk assessment is being used to identify potential actions required and develop an Adaptation Plan for the port. Future developments at the port can incorporate adaptation requirements at a design stage while existing operations and infrastructure will be adapted as required. The port is liaising with third parties such as service providers for subject specific considerations and insight which can enhance our understanding of actions which may be required.

Energy

In February 2021, Port of Waterford published its Energy Masterplan, to serve as a guidance document to proactively address energy consumption and the impact that its operations have on the environment.

It includes a decarbonisation roadmap for efficient, practical, and cost-effective energy infrastructure development.

The overall objective of this plan is to demonstrate the Ports' long-term commitment to decarbonising its operations and to plot a course to achieve that.

In 2023, Port of Waterford appointed Lawler Sustainability to complete an energy and carbon reduction analysis for their site. The scope of this analysis is the Quay Side, the Terminal building, the Gate House, and the Marine Point POW offices and commons areas. The main findings of the energy, carbon and cost saving analyses were completed and this forms part of the 2024 energy and decarbonisation action plan and strategy.

This programme of work will be monitored by the Board, Management Team and Green Committee and progress reports will be regularly issued.

7. Environmental Objections, Actions and Projects

In addition to the key projects outlined in the Port of Waterford Master Plan and the Port of Waterford Energy Roadmap, as previously described in this report, the day-to-day EHS Goals are managed and track by the Internal EHS committee.

A snapshot of these is shown below

Environment – Key Actions 2023

- Key Projects
 - Ongoing monitoring and Maintenance of Key indicators.- [Complete & ongoing](#)
 - Waste compound upgrade to include
 - Signage
 - Container Terminal –New bund solution to be purchased. [Ordered](#)
 - Port Waste Reception Facility Directive: Implementation of waste plan & training and procedures – [Plan Submitted to Dept. awaiting response](#)
- Formation of Green Committee
 - Draft ToR for Board Approval – [Complete](#)
 - Form Committee and agree training plan - [Complete](#)
- Eco-Ports
 - PERS Certification plan – [Submitted – awaiting update](#)
- Retention of EcoMerit Certification - [Complete](#)



Environment – Key Actions 2024

- Key Projects
 - Waste compound upgrade to include
 - Signage
 - Container Terminal –New bund: Familiarisation training
- Spill Response
 - Review of Spill kits availability
 - Spill Response training
- Eco-Ports
 - PERS Certification Update
 - Draft Environment Sustainability Report 2023 – Jan 2024
- Employee awareness and engagement with
 - Sustainability programmes
 - Decarbonisation initiatives
 - Environmental improvements.
- Sustainability / Climate Action plan
 - Biodiversity Plan
 - Pollination Actions



8. Contact Information

For further information, Port of Waterford contact details are as follows:

Port of Waterford

3rd Floor, Marine Point, Belview Port,
Waterford X91 WOXW,
Ireland.

Tel: +353 51 899800

E: environment@portofwaterford.com

W: <https://www.portofwaterford.com/>

Register of Environmental Aspects

Environmental Aspect Register		Port of:			Waterford	
1	2	3	4	5	6	7
Ref. Nr.	(sub) department, tenant, operators	Impact on	Responsible person / organisation	Applicable legislation	Legal requirements	Control measures
	Aspects					
	Port					
	Harbour Department					
H1	Bunkering-spillage of fuel	Land / soil	Harbour master	Local Government (Water Pollution) Acts 1977 – 2009. Sea Pollution (Amendment) Act, 1999. National Maritime Oil/HNS Spill Contingency Plan 2020 Port of Waterford – Port Pollution Plan 2023 (pending approval)	Prevention of Pollution of Waterway	Port of Waterford Emergency Response Plan 2023. Spill containment equipment. Trained spill response personnel. Bunkering Permit in place.
H2	Ship movements-noise	Area nuisance / Community/ Ecology	Harbour master	Environmental Protection Agency Act 1992 (Noise) Regulations 1994.	Average noise levels < 60 dB(A)	Operationally low-level noise, broad band in nature, temporary during shipping arrivals/departures
H3	Ship movements-waste removal	Land / soil / water	Harbour Master	Dumping at Sea (DAS) Acts 1996 to 2012 S.I. No. 296 of 2021, European	Obliged facilities for segregated disposal	PoW: Waste Management Plan 2022 PoW SOP: Landing of Ships Waste Secure Ships Waste Compound

				Union (Port Reception Facilities for the Delivery of Waste from Ships) Regulations 2021.		
H4	Ship discharge ballast-wastewater	Water	Harbour Master	S.I. No. 188/2023 - Sea Pollution (Ballast Water Management Convention) Regulations 2023.	Obligated facilities	Monitoring of records by MSO
H5	Shipping – Emergency	Water / Land /Soil /Air	Harbour Master	Local Government (Water Pollution) Acts 1977 – 2009. Sea Pollution (Amendment) Act, 1999. National Maritime Oil/HNS Spill Contingency Plan 2020 Port of Waterford – Port Pollution Plan 2023 (pending approval)	Prevention of pollution	Port of Waterford Emergency Response Plan 2023.
	Harbour Maintenance Department					
M1	Dredging-sediment disposal	Ecology/ Water	Harbour Master	Dumping at Sea Act 1996-2012	Maintenance of habitat & ecosystems	EPA Dumping at Sea Permit Reg. No S0012-03
M2	Dredging-release of contaminants	Ecology/ Water	Harbour Master	Dumping at Sea Act 1996-2012	Maintenance of habitat & ecosystems	EPA Dumping at Sea Permit Reg. No S0012-03
M3	Dredging / Ploughing operations: Noise	Area nuisance / Community/ Ecology	Harbour Master	Environmental Protection Agency Act 1992 (Noise) Regulations 1994	Prevention of noise pollution: Avg. <55 dB (A) Day Avg. <45 dB(A) Night	EPA Dumping at Sea Permit Reg. No S0012-03 Regular monitoring programme in place.
M5	Dredging / Ploughing operations	Climate/ Energy / Fuel Use	Harbour Master / EHS Manager	New ERA Framework for Commercial Semi State Sector to address	Climate Action - Decarbonisation	Port of Waterford Master Plan – key projects.

				Climate Action Objectives		
	Environmental Department					
E1	Port operations-noise	Area nuisance / Community/ Ecology	EHS Manager	Environmental Protection Agency Act 1992 (Noise) Regulations 1994. Planning Permit PL 10.096935	Average noise levels < 65 dB(A)	Port operations limited largely to 8am-8pm to minimise noise pollution. Overall port generated noise is within permit licence parameter – it is not tonal and could be described as continuous broad band noise. Regular monitoring at nearest noise sensitive neighbours. Regular monitoring programme in place
E2	Port Operations - Dust	Land/ Water	EHS Manager	Air Pollution Act 1996 Air Licence (Reg. No. 683/94)	Air Quality	Monthly Dust Deposition Monitoring at allocated number of sites throughout the port
E3	Port Operations -Bulk Cargo Spillages	Land / Water/ Air	Terminal Manager / EHS Manager	Local Government (Water Pollution) Acts 1977 – 2009.	Water pollution	PoW: Waste Management Plan 2022 Gullies / interceptors diverts to settlement tanks. Regular cleaning regime (sweeper). Tenant Stevedore licence - cleaning of gullies.
E4	Port Operations – Container Operations	Climate / Fuel / Energy	Container Terminal Manager / EHS Manager	New ERA Framework for Commercial Semi State Sector to address Climate Action Objectives	Climate Action - Decarbonisation	Monitoring. Optimise crane movements.
E5	Port Operations – Chemical/ Oil Spillages	Water/Land	Container Terminal Manager / EHS Manager	Local Government (Water Pollution) Acts 1977 – 2009. Sea Pollution (Amendment) Act, 1999.	Waterways pollution.	Port of Waterford Emergency Response Plan 2023. Spill containment equipment.

				National Maritime Oil/HNS Spill Contingency Plan 2020 Port of Waterford – Port Pollution Plan 2023 (pending approval)		Trained spill response personnel Bunded quarantine area is available.
E6	Port operations -Emergencies	Water / Land /Soil /Air	Harbour Master	Local Government (Water Pollution) Acts 1977 – 2009. Sea Pollution (Amendment) Act, 1999. National Maritime Oil/HNS Spill Contingency Plan 2020 Port of Waterford – Port Pollution Plan 2023 (pending approval)	Prevention of pollution	Training / Drills Port of Waterford Emergency Response Plan 2023.
Tenants and Organisations						
T1	Port Tenants -Noise	Area nuisance / Community	Port Tenant Companies	Environmental Protection Agency Act 1992 (Noise) Regulations 1994	Regulation of noise pollution	Regular monitoring. Individual companies have responsibilities under their own permits / operation licences to monitor and control their noise emissions. Noise complaint received by PoW will be investigated and tenant company responsible will be informed.
T2	Port Tenants – Odour	Area nuisance	Port tenant company	Environmental Protection Agency Act 1992 (as amended). Protection of the Environment Act 2003 (as amended)	Odour Control	Tenant is responsible for compliance with EPA issued licence. Complaints redirected to the relevant port tenant company – All complaints are reviewed at Ports Users EHS Forum

T3	Port Tenants – Cargo Spillages	Water	Port Tenant Companies	Local Government (Water Pollution) Acts 1977 – 2009 Planning & Development Act 2001	Pollution of Waterways	PoW: Waste Management Plan 2022 Gullies / interceptors diverts to settlement tanks. Regular cleaning regime (sweeper). Tenant Stevedore licence - cleaning of gullies.