

I am pleased to introduce the Port of Cork's fourth Environmental Report.

Since first developing our Environmental Management System in 2006 we can now demonstrate the significant progress that has been made in managing and reducing the impact of port operations on the environment.

Our Environmental Management System is now accredited under ISO 14001, the international standard for Environmental Management Systems. The system involves the setting up of objectives across the full spectrum of our operational activities together with a series of tasks and action plans in order to achieve them.

We continue to be active in the ECOPORTS initiative which is a network of ports throughout Europe seeking to work together, exchanging experiences and promoting best practice with a view to achieving continual improvement in mitigating the impact of port operations on the environment.

We are also working within the principle of the '5 E's' as set out in the ESPO Green Guide published in October 2012 (Exemplifying, Enabling, Encouraging, Engaging, Enforcing) in the key areas of Air Quality, Energy Conservation & Climate Change, Water Use & Quality, Noise, Waste, Ground & Seabed Contamination and Habitats & Ecosystems. We believe that this approach will facilitate us in the drive towards environmental excellence.

Our Environmental Management System complements our other initiatives in the areas of Corporate and Social Responsibility, Community Relations, Health, Safety and Welfare. We trust our integrated approach will deliver further improvements to all our stakeholders in the coming years.



A handwritten signature in black ink that reads "Brendan Keating". The signature is written in a cursive style with a horizontal line underneath the name.

Brendan Keating
Chief Executive

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1.0 Introduction

The Port of Cork, ideally situated on the River Lee on Ireland's south coast, provides an important gateway to Europe and plays a pivotal role in contributing to the Irish economy. The former port authority, Cork Harbour Commissioners, was constituted in 1820 following several Acts of Parliament and saw enhanced prosperity throughout the region with the development of port trade and tourism for almost two centuries. In 1996, the Harbours Act facilitated the reconstitution of ports as commercial harbour companies and as a result the Port of Cork Company assumed responsibility in 1997. Currently 10 directors including the Chief Executive and Board Chairman govern the ports facilities and operations.

Port of Cork Company holds membership of the Irish Exporters Association; Irish Ports Association; Chartered Institute of Logistics & Transport; Cork Chamber of Commerce; International Association of Ports & Harbours; Cruise Ireland; Cruise Europe; Irish Business and Employers Confederation (IBEC), Cobh Chamber of Commerce and European Sea Ports Organisation (ESPO). Port of Cork Company is also a network partner of the ECOPORTS Foundation.

In August 2011, Port of Cork Company was successful in re-certifying its EMS (EMS) to the ECOPORTS Ports Environmental Review System (PERS) standard. Furthermore, the EMS was awarded ISO 14001 certification in January 2009. Port of Cork is certified to ISO 14001 up to 2nd February 2015. Port of Cork Company also maintains a Corporate Social Responsibility Policy and Strategy, with stakeholder engagement a key objective.

This Environmental Report demonstrates how the Port of Cork Company, through established management systems, has continued its journey towards environmental excellence in the ports and harbours sector.

2.0 Facilities and Services

The Port of Cork is the key seaport in the south of Ireland and is one of only two Irish ports which service the requirements of all six shipping modes i.e. Lift-on Lift-off, Roll-on Roll-off, Liquid Bulk, Dry Bulk, Break Bulk and Cruise. Port facilities and operations are situated at four distinct locations (City Quays, Tivoli Industrial and Dock Estate, Ringaskiddy Deep-water and Ferry Terminal and Cobh Cruise Liner Terminal). The Port of Cork Company has 113 full time employees and twelve pilots. In addition, many hundreds of workers are employed by various service providers, e.g. shipping agents, stevedores, hauliers, warehouse operators and crane hire companies. Cork Port Terminal Services is a wholly owned subsidiary company and provides stevedoring services for scheduled Ro-Ro operations and container handling operations. All other stevedoring services are provided by private companies.

Port of Cork has expanded over the centuries and continues to assess development opportunities. The port has made impressive strides in recent decades. Since 2000, the Port of Cork has invested €72 million in improving Port infrastructure and facilities. Due to its favourable location on the south coast of Ireland and its modern deep-water facilities, the Port of Cork is ideally positioned for additional European trading as well as direct deep sea shipping services. A well-developed road infrastructure eases the flow of traffic from and to the port. The Port of Cork's growing reputation for quality service, including prompt and efficient vessel turnaround, ensures its position as a vital link in the global supply chain.

In 2012, Port of Cork traffic amounted to 9.05 million tonnes which represents 19% of the total nationally and was an increase of 198,440 tonnes or 2.24% from 8.85 million tonnes in 2011. Turnover for the year 2012 amounted to €21.8 million up from €21.4 million in 2011.

In May 2012, the Port of Cork officially marked the expansion of the container handling facility at the Ringaskiddy Deep-water Terminal. These additional handling facilities enabled the Port of Cork and global shipping company, Maersk, to commence their first ever direct service to Ireland from South America and the Caribbean. This service immediately facilitates the importation of fruit and the export of Irish produce. The Port of Cork has invested €4 million to establish the new service, with the investment in a new container compound and with the purchase of a new electric Rubber Tyred Gantry. The vessels being used for this service are some of the largest of their type to be accommodated in Ireland, highlighting the deep-water capabilities of the port and the excellent facilities available.

Looking forward, Ringaskiddy re-development will be a key strategic pillar of the company. Following the refusal for the Oyster Bank and a Multi-purpose terminal in 2008, a review of the strategic development plan took place in 2010. As a consequence a strengthening of the planning framework for future port infrastructure has been achieved. A new planning application is in hand and the Port will finalise pre-planning discussions with An Bord Pleanála shortly. We have confidence that the rail and traffic issues underlined in the previous refusal can now be addressed.

3.0 Environmental Policy



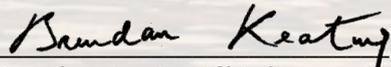
Port of Cork Company Environmental Policy Statement

Port of Cork is the premier port on Ireland's south coast offering sheltered deep-water facilities close to the main shipping lanes to Northern Europe, the Mediterranean and North America. The Port handles all five shipping modes, with annual traffic of approximately 10 million tonnes. Port of Cork has four distinct public facilities: City Quays, Tivoli Industrial and Dock Estate, Ringaskiddy Deep-water & Ferry Terminals and Cobh Cruise Terminal.

Port of Cork is committed to the maintenance of modern and efficient systems, with a certified Environmental Management System a key strategic requirement. As such, we recognise environmental management to be of equal importance to other prime business considerations. Port of Cork commits itself to lead the wider port community to minimise environmental impacts through co-ordinated environmental management, respecting the principles of environmental sustainability and corporate social responsibility. We are committed to:

- Maintaining an Environmental Management System compliant with European Sea Ports Organisation (ESPO) ECOPORTS criteria and certified to ISO 14001
- The principle of 'pollution prevention' through operational best practice, emissions management, waste minimisation, efficient resource use, and conservation awareness
- Compliance with relevant environmental legislation, regulations and other requirements including industry codes of practice
- Continual environmental performance improvement, by achieving realistic objectives and measurable targets in accordance with the principles of the ESPO 'Green Guide', set in the context of a systematic management programme
- Communicating and implementing this environmental policy statement with all employees and providing appropriate training
- Making this environmental policy statement available to our stakeholders and the general public, and supporting local community liaison
- Public reporting on environmental performance
- Ensuring the availability of necessary resources to implement this Policy.

The Port of Cork Company Board and Management actively supports this policy.


Brendan Keating (Chief Executive)

September 2013

Port of Cork Company

4.0 Environmental Governance & Stakeholder Engagement

Environmental Governance

The governance structure stems from the Board, which retains corporate responsibility for compliance, in addition to adherence with the Environmental Policy and implementation of the EMS. The Board allocates personnel and other resources and the Senior Management Team reviews environmental performance.

Port of Cork maintains an EMS Implementation Team to co-ordinate all aspects of the EMS. This Team includes the following key personnel:

- Environmental Management Representative (Engineering Department)
- Manager - Engineering Services
- Senior Engineer / Maintenance Manager
- Terminal Manager Tivoli & Ringaskiddy
- Procurement Officer
- Senior Berthing Master - Operations (Board Member)

The Environmental Management Representative retains responsibility for:

- establishing, communicating and ensuring compliance with the Environmental Policy
- ensuring that the EMS is established, implemented, maintained and improved
- preparing reports for Senior Management Team meetings as appropriate
- co-ordinating responses to communications on environmental issues
- leading and reporting on the EMS
- ensuring that compliance developments are monitored, evaluated and incorporated

Stakeholder Engagement

Through its Environmental Policy commitments, Port of Cork has identified stakeholder engagement as critical to sustainable environmental performance improvement. In addition, a key objective of the Port's Corporate Social Responsibility (CSR) Strategy is to 'enhance environmental and social performance through proactive engagement with key stakeholders'. Practical examples of the above commitments include:

- establishing Community Liaison Officer position
- extensive public consultation on Strategic Development Plan Review
- close liaison with Cork County Council environmental regulators
- membership of key industry and trade associations
- network partner of the ECOPORTS Foundation
- corporative links with local Community Associations
- publicly available environmental performance report
- interactive stakeholder initiatives:
 - annual schools project
 - company social club
 - Port of Cork City Marina
 - community projects support (Passage West access, Ringaskiddy landscaping)
 - leisure events support (rowing, sailing, Lee Swim)
 - employee welfare, health and safety, and environmental initiatives

5.0 Environmental Management System

The Port of Cork maintains an EMS which is compliant with the European Sea Ports Organisation (ESPO) ECOPORTS PERS and the International Standard ISO 14001.

PERS stems from work carried out by ports themselves and it is specifically designed to assist port authorities with the functional organisation necessary to deliver the goals of sustainable development. PERS is adapted to deliver effective port environmental management and its implementation is independently certified by Lloyd's Register. The ESPO Green Guide (2012) recommends PERS as *'the only port sector specific environmental management standard.'*

Port of Cork has systematically identified that its significant activities interact with the following key priority issues (environmental aspects):

- Air Quality
- Energy Conservation & Climate Change
- Water Use & Quality
- Noise
- Waste
- Ground & Seabed Contamination
- Habitats & Ecosystems.

The Port is committed to the principles of the ESPO Green Guide and establishes objectives and targets to achieve performance improvement in accordance with the Guide's '5Es':

- Exemplifying: Setting a good example towards the wider port community by demonstrating excellence in managing the environmental performance of our operations, equipment and assets.
- Enabling: Providing the operational and infrastructural conditions within the port area that facilitate port users and enhance improved environmental performance within the port area.
- Encouraging: Providing the incentives to port users that encourage a change of behaviour and induce them to continuously improve their environmental performance.
- Engaging: With port users and/or competent authorities in sharing knowledge, means and skills towards joint projects targeting environmental improvement in the port area and logistics chain.
- Enforcing: Making use of mechanisms that enforce good environmental practice by port users where applicable and ensuring compliance.

In 2006, Port of Cork was successful in certifying its EMS to the PERS standard and has recently submitted an application for its third re-certification. Furthermore, the EMS is certified to ISO 14001 since 2009 and will be subject to its second re-certification in 2015.



6.0 Environmental Performance

Port of Cork identified key objectives and targets together with Environmental Performance Indicators (EPIs) in its 2011 EMS revision. The EPIs associated with the 9 Objectives have all been met in the subsequent two year period (Appendix). The Best Practice Examples in Section 7.0 also contain information confirming the achievement of previous EPIs.

In September 2013, Port of Cork revised its EMS. This involved establishing 10 new Objectives within the framework of the Environmental Management Programme. A series of project targets were established and categorised to specific ESPO Green Guide '5Es'. In addition, implementation dates and designated responsibilities have been assigned. EPIs were established for each objective. A matrix detailing the Objectives to the seven Priority Environmental Issues specific to Port of Cork is provided here. EPIs are also stated together with measurable targets for the next phase of the EMS.

Port of Cork Objective	Air Quality	Energy Conservation & Climate Change	Water Use & Quality	Noise	Waste	Ground & Seabed Contamination	Habitats & Ecosystems	EPI & Target
Maintain systems to minimise impacts from the bunkering of commercial and Port of Cork owned vessels								Bunkering Pollution Incidents Port of Cork - None Commercial <3 per year
Manage impacts from vessel movements within port jurisdiction								Vessel Pollution Incidents <3 per year
Manage noise nuisance								Recorded Noise Complaints <5 per year
Maintain best practice in waste management								Port-generated waste recycled 50% by 2016
Maintain best practice in cargo handling and storage								Recorded Dust Complaints <6 per year
Minimise pollution risk from Port of Cork activities; Port Industry and Tenants								Organisations Audited 100% per year Port of Cork Company Pollution Incidents <3 per year
Ensure potential environmental concerns are addressed in respect of 'returned' sites								Status of 'Returned' Sites Individual sites returned free of contamination
Manage Resource Consumption								Energy & Water Consumption Year-on-year reduction in compliance with Energy Management System targets
Maintain Emergency Procedures								Number of recorded pollution incidents due to emergency event under Port control none
Maintain EMS								EMS Re-Certification PERS by August 2014 ISO 14001 by February 2015

Environmental Issue: Energy Conservation & Climate Change

Response: **Exemplify** / **Enable**

High Mast Lighting Voltage Control Units

Port of Cork has recognised the need to reduce resource consumption and particularly to save energy while continuing to provide a safe and secure working environment. Electricity usage has been identified in various energy efficiency reviews as an area for potential reduction.

Port of Cork has installed High Mast Lighting Voltage Control Units at its two main cargo handling locations - Tivoli Industrial & Dock Estate (65 Ha) and Ringaskiddy Deep-water & Ferry Terminals (73 Ha). Previously at these locations High Mast Lighting was fully on when in use irrespective of activity levels on the sites. The Tivoli system was installed in 2010 and Ringaskiddy in 2011. When activated, the systems reduce lighting levels to pre-agreed safety and security levels when the berths are non-operational. The systems operate by dialling to a pager network where a message is sent to an electronic controller which reduces the lighting by disconnecting 80% of the light units. Each system cost €700 to install (total €1,400) and energy savings of 30% have been achieved. Lamp life is also increased by decreased usage.

Port of Cork now enjoys the benefits of significantly reduced lighting costs. In addition, reducing night-time lighting has a beneficial impact on 'light pollution' in respect of neighbouring properties. We believe the High Mast Lighting Voltage Control Units demonstrate Port of Cork's commitment to the '5Es' approach as this initiative clearly sets a good example (Exemplifies) and provides optimal infrastructural conditions (Enables).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

Illustrations:



Environmental Issue: Water Quality

Response: **Exemplify** / **Enable** / **Encourage** / **Engage** / **Enforce**

Residual Waste Bulk Cargo Collection

The handling of bulk cargo at Ringaskiddy, such as grain and other organic material, results in residual spillage on the quayside. Traditionally this material was 'washed-over' into the sea, providing potential for water pollution through nutrient enrichment. This was seen as normal practice not only at Port of Cork but at many European seaports. Through the objectives and targets mechanism of its EMS, Port of Cork set out to improve on this practice and established a target to collect this material for recycling/composting.

In 2010 the Port introduced a procedure for residual waste bulk cargo collection at Ringaskiddy Deep-Water Terminal. Essentially the material is collected by a brush machine and stored in a container for collection by a licensed contractor for composting. In addition, cargo receivers are required to assist in the clean-up of spillages. The introduction of this procedure involves on-going annual costs of €60,000.

This simple improvement has been extremely successful for Port of Cork. Not only has a source of water pollution been minimised, a potential dust nuisance is also removed at source. In addition, the procedure also enhances the environmental awareness of Port of Cork personnel and engages private contractors working with bulk cargoes to comply with Port procedures. We believe this procedure demonstrates Port of Cork's commitment to the '5Es' approach as it clearly sets a good example (Exemplifies), provides optimal operational and infrastructural conditions (Enables), promotes behavioural improvements (Encourages), involves port users (Engages) and requires compliance (Enforces).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

Illustrations:



Environmental Issue: Noise

Response: **Exemplify** / **Enable**

Mobile Crane

Port of Cork acknowledges that it must continue to invest in facilities and equipment to ensure that a wide range of cargoes can be handled. In 2012, the Port of Cork made a significant investment at Ringaskiddy Deep-water Terminal to expand cargo handling infrastructure.

As an element of this investment a LHM550 Liebherr Mobile Harbour Crane was purchased. The LHM 550 is designed for versatile and efficient cargo handling up to post-panamax-sized vessels. A maximum lifting capacity of 144 tonnes (depending on winch configuration) and 54 m maximum radius make the LHM 550 a suitable solution for all cargo handling needs (i.e. containers, general cargoes, bulk materials or heavy lifts).

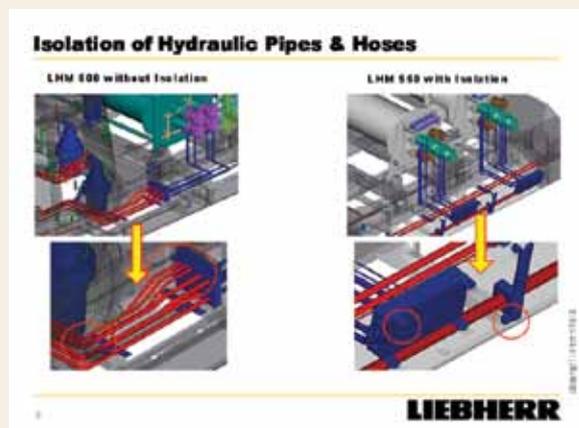
In addition to the cargo handling efficiency improvements associated with this crane, Port of Cork also recognised the opportunity to enhance noise minimisation in a noise sensitive area. Various additional extras were added to the crane specification at a cost of €30,000. These included Hydraulic Pipes & Hoses insulation, elastic suspension of the Winch Frame and a noise attenuation package. Although this state of the art crane meets all required noise standards the additional extras purchased by Port of Cork ensured a further noise reduction of 3.6 dB(A).

The commissioning of the LHM550 crane has not only increased efficiency but ensures further noise minimisation. This is especially beneficial given the proximity of Ringaskiddy village. We believe the additional noise reduction extras purchased with the crane demonstrate Port of Cork's commitment to the '5Es' approach as this initiative clearly sets a good example (Exemplifies) and provides optimal infrastructural conditions (Enables).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

Illustrations:



Environmental Issue: Waste

Response: **Exemplify** / **Enable** / **Engage** / **Enforce**

Waste Facility Permit

Scrap metal has been an important cargo for Port of Cork for many years. A typical vessel can take anything between 2,500 t and 3,500 t of waste. The Port is conscious that appropriate licensing and environmental procedures are critical to ensure that this activity can continue in a sustainable manner.

Port of Cork initiated consultations with Cork County Council in respect of regulatory requirements for scrap metal operations. This resulted in the granting of five year Waste Facility Permit in 2009 (Permit No WFP-CK-09-0014-01). The Permit is for the purpose of waste activity authorisation under the Waste Management (Facility Permit and Registration) Regulations and is for 60,000 t of EWC Code 19-10-06 and no other type of waste. Strict environmental conditions are set out in the permit by Cork County Council which must be adhered to by Port of Cork. A strict record keeping regime forms part of these conditions and records must be available to the local authority for inspection at all times on site. Port of Cork must also prepare and submit an Annual Environmental Report to the regulator. Port of Cork also inserted a requirement into its procedure to fit a protective apron between the receiving vessel and quayside to minimise risk of spillage to water. The cost of the permit is €1,000 per annum.

Through the Waste Facility Permit, Port of Cork offers a scrap metal handling facility, properly regulated with environmental controls. We believe this initiative demonstrates Port of Cork's commitment to the '5Es' approach as this initiative clearly sets a good example (Exemplifies), provides optimal infrastructural conditions (Enables), involves a partnership approach with the regulator (Engages) and requires practical compliance (Enforces).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

Illustrations:



Environmental Issue: Ground & Seabed Contamination

Response: **Exemplify** / **Encourage** / **Engage** / **Enforce**

Remediation of former Oil Storage Terminal Sites

Since the withdrawal of oil storage activities at Tivoli, the Port of Cork Company has been proactively engaging with the former tenants of the sites to decommission the above ground infrastructure and investigate the soil and groundwater quality beneath the properties to ensure that the sites: do not pose a risk to the environment
can be redeveloped in the future in accordance with the Cork Area Strategic Plan (CASP)

To date, three former oil storage terminals have been successfully demolished in 2012 and 2013 and all above ground infrastructure has been appropriately recovered and recycled. In addition, comprehensive environmental investigations have been completed on all three sites, which demonstrate that all of the sites are not posing a risk to the environment or human health.

In order to successfully redevelop the sites in the future, the Port of Cork Company has successfully negotiated with the tenants of two of the properties to fund a voluntary remediation exercise that will be conducted in 2014 to improve the soil conditions on the sites so that they can be redeveloped in the future in keeping with the land use planning outlined within the CASP.

The Port benefits from this initiative by ensure that these sites no longer pose any threat to the environment and the remediation undertaken will allow for future alternative land uses. We believe this initiative demonstrates Port of Cork's commitment to the '5Es' approach as this initiative clearly sets a good example (Exemplifies), promotes behavioural improvements (Encourages), involves port users (Engages) and requires compliance (Enforces).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

<http://www.corkcity.ie/casp/>

Illustrations:



Environmental Issue: Habitats & Ecosystems

Response: **Exemplify** / **Enable** / **Encourage** / **Engage** / **Enforce**

Vessels Bunkering Procedure

Port of Cork is very conscious that Cork Harbour is of major international importance for waders (20,000) and wildfowl (5,000), particularly winter migrants, which are supported by its extensive mudflat areas. Consequently, Cork Harbour is designated as a Ramsar wetland site of international importance and a Special Protection Area for birds. Other designations within the Harbour protect important habitats of salt marsh, reed-bed and intertidal mudflat. Port of Cork strives to ensure that the conservation status of the Harbour area is maintained through use of appropriate operational procedures. These include the Vessels Bunkering Procedure, established to ensure that environmental protection is paramount when fuelling vessels within the Port's jurisdiction.

All bunkering operations taking place on Port of Cork operated facilities are subject to procedures as set out in Port of Cork International Port Safety and Environmental Management System (IPSEM) Manual. They apply to commercial and Port of Cork owned vessels as follows:

- SEMS 07.15 Procedure to Ensure Safe Bunkering Operation
- SEMS 07.16 Pre-transfer Bunker Check List
- SEMS 07.16A Road Transport & Ship Bunker Transfer Form
- SEMS 07.44 Procedure for Bunkering on Port of Cork Vessels.

These procedures are subject to audit.

These procedures have been critical in ensuring that Port of Cork achieves its EPI targets of no Bunkering Pollution Incidents for Port of Cork vessels and <3 per year for commercial vessels. In fact since the introduction of the EMS in 2006 there have been no commercial vessel incidents. We believe this procedure demonstrates Port of Cork's commitment to the '5Es' approach as it clearly sets a good example (Exemplifies), provides optimal operational and infrastructural conditions (Enables), promotes behavioural improvements (Encourages), involves port users (Engages) and requires compliance (Enforces).

Links:

<http://www.portofcork.ie/index.cfm/page/environment>

Illustrations:



8.0 Continuing the Journey

Port of Cork is justifiably proud of its environmental performance history, especially since establishing a certified EMS in 2006. Best Environmental Practice is now the standard for our daily operations and services. We recognise that the journey towards excellence is continual and the Senior Management Team has identified further key requirements for 2014 which will allow us to take the next steps. These include:

- Continual monitoring of bulk discharges at Ringaskiddy Deep-water Terminal
- Installation of solar panel for hot water at Tivoli Terminal Building
- Review potential for solar panel at Ringaskiddy and other sites
- Installation of a booster pump to enhance well water use at Ringaskiddy and review provision of upgraded water main
- Continue annual dust monitoring
- Continue annual noise monitoring
- Continue co-operation with IPSEM and OHAS
- Continued provision of Marpol facilities compliant with proposed legislation
- Submit application to renew Ringaskiddy Waste Facility Permit
- Energy and water use reduction in compliance with Energy Management System targets
- Continual legal compliance
- Re-certification to ECOPORTS PERS
- Progress remediation of former oil storage facilities at Tivoli

9.0 Contacts

Correspondence on environmental issues pertaining to Port of Cork Company should be referred to:

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Appendix

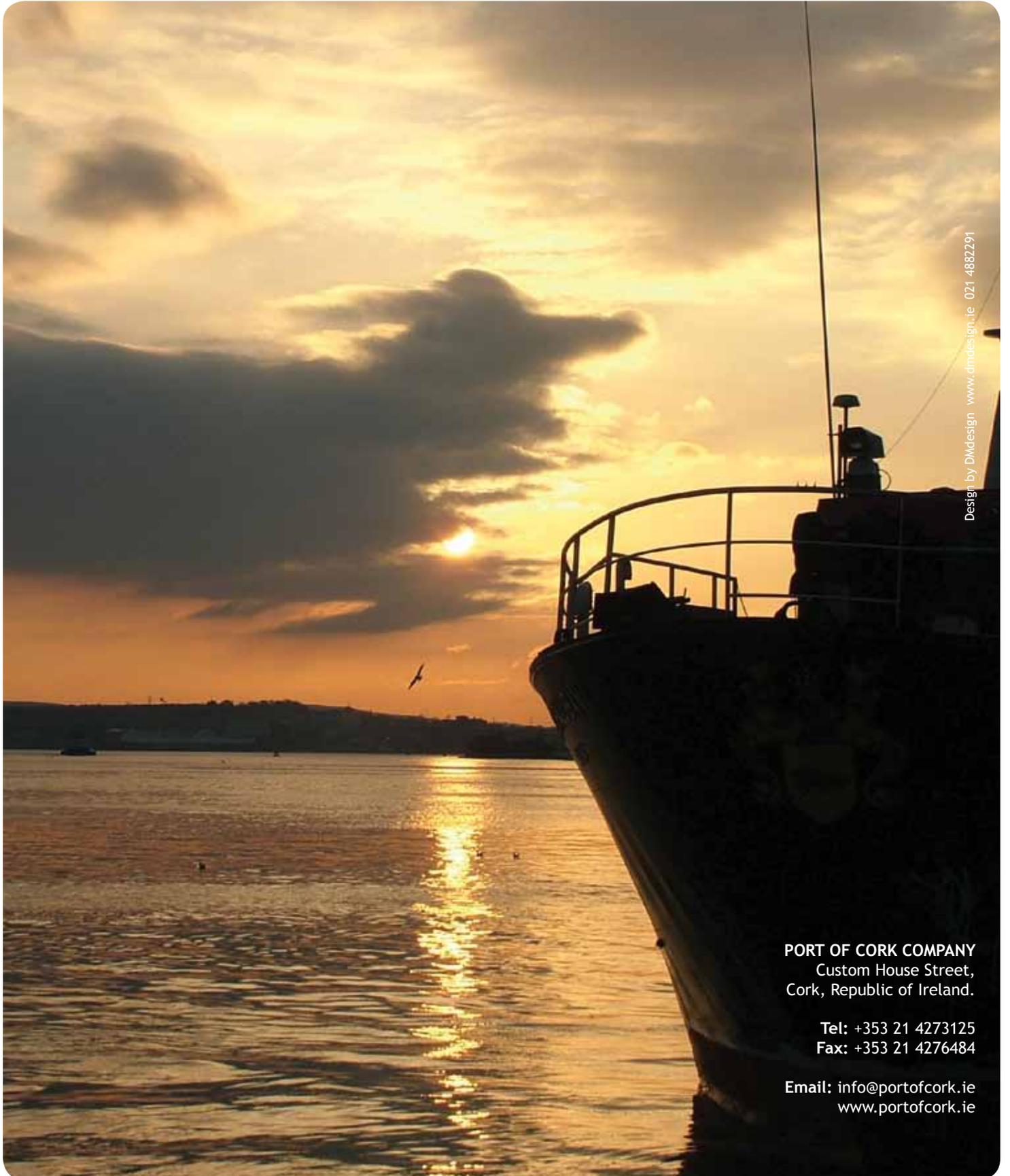
Environmental Performance (2011 EMS Objectives)

OBJECTIVE	EPI & TARGET	PERFORMANCE
Maintain procedures to minimise environmental impact from the bunkering of commercial and Port of Cork owned vessels	Bunkering Pollution Incidents <i>Port of Cork Vessels - None Commercial Vessels <3 per year</i>	To November 2013 <i>Port of Cork Vessels - None Commercial Vessels - None</i>
Minimise potential for environmental impact from the movement of vessels	Vessel Pollution Incidents <i><3 per year</i>	To November 2013 <i>None</i>
Manage noise nuisance in relation to all port related activities	Recorded Noise Complaints <i><5 per year</i>	To November 2013 <i>None (2 minor complaints noted)</i>
Maintain best practice in waste management	Port User Waste Management Plans <i>>50% by 2012</i>	<i>55% Plans Completed</i>
Manage cargo handling, cargo storage and port industry activities to minimise environmental impact	Recorded Dust Complaints <i><6 per year</i> Recorded Cargo Pollution Incidents <i><5 per year</i>	To November 2013 <i>4</i> To November 2013 <i>1</i>
Control pollution risk from Port of Cork activities and port industry & tenants	Organisations Audited <i>100% annually</i> Port Of Cork Company Related Pollution Incidents <i><3 per year</i>	<i>100%</i> To November 2013 <i>None</i>
Reduce resource consumption in relation to Port of Cork activities and services	Energy Consumption <i>As identified in Energy Management System (Dec 2011)</i>	<i>On schedule & under continual review</i>
Maintain emergency procedures in respect of land based emergencies to complement existing procedures for incidents at sea	Revised Procedure <i>Revised Procedure by 2013</i>	<i>Emergency Plan Completed Oil Pollution Plan Completed</i>
Maintain environmental management system	Re-certification Of ECOPORTS PERS & ISO 14001 <i>PERS by August 2011</i> <i>ISO 14001 by February 2012</i>	<i>PERS - August 2011</i> <i>ISO 14001 - August 2012</i>



PORT of CORK

DEEPWATER MULTI-MODAL PORT



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