

# Towage Service Minimum Standards

This document sets out the minimum operating standards for a towage service at Dublin Port. These requirements should be read, as appropriate, in conjunction with relevant Legislation, Bye-Laws and Notices to Mariners.

**Dublin Port Company hereby sets out the minimum standards for operators of towage services in Dublin Port as stated in Article 4 and Article 5 of Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 - Establishing a Framework for the Provision of Port Services and Common Rules on the Financial Transparency of Ports.**

**1 The professional qualifications of the provider of port services, its personnel or the natural persons who actually and continuously manage the activities of the provider of port services;**

- 1.1 Tug crews shall be qualified in accordance with the STCW requirements for a vessel of respective size and power and in accordance with Classification Society requirements.
- 1.2 The STCW certification is to be maintained in a valid status at all times.
- 1.3 Certification must be available for inspection and will be confirmed at least annually.

**2 The financial capacity of the provider of port services;**

- 2.1 The towage service operator must maintain at least the following insurance which shall be confirmed at least annually.
  - a. Provide a suitable indemnity to the Port in respect of operations to be performed with Limits not less than EUR 20,000,000 any one accident or occurrence.
  - b. Marine Hull insurance shall be provided with limits equal to those normally carried by the Owners of the Vessel.
  - c. Protection and Indemnity (Marine Liability Insurance) – Protection and Indemnity (P&I) or Marine Liability Insurance with coverage equivalent to the cover provided by members of the International Group Protection and Indemnity Associations with a limit of cover no less than USD for any one event. The cover shall include liability for collision and damage to fixed and floating objects to the extent not covered by Marine Hull Insurance.
  - d. General Third Party Liability Insurance – To the extent not covered by the insurance under P&I above, coverage shall be for bodily injury per person and property damage per occurrence.
  - e. Workmen’s Compensation and Employers Liability Insurance for Employees – To the extent not covered in the insurance in P&I above, covering owner’s employees and other persons for whom owners are liable as employer pursuant to applicable law for statutory benefits as set out and required by local law in area of operation or area in which the Owners may become legally obliged to pay benefits.

**Captain Michael McKenna** | Harbour Master | 23 April 2026

- f. Appropriate financial solvency and scale sufficient to give DPC confidence that the tug operator is viable. To achieve this confidence an applicant operator shall provide the most recent 3 years audited accounts to DPC.
- g. Audited accounts are to be submitted annually to DPC.

**3 The equipment needed to provide the relevant port service in normal and safe conditions and the capacity to maintain this equipment at the required level;**

- 3.1 In order to provide a towage service at Dublin Port an operator shall provide equipment as follows:
- 3.2 A harbour tug maintained within classification society requirements for a vessel of its size and type. The classification society to be a member of the International Association of Classification Societies.
- 3.3 Each tug shall be of a tractor tug type or equivalent; with a propulsion system of Voith Schneider cycloidal propellers or Azimuth Stern Drive or with multiple azimuth units as appropriate to enable a high degree of maneuverability in close quarters and a reduced risk of girting when compared to a conventional tug.
- 3.4 Each tug shall have a bollard pull capacity in the order of 50 tonnes or as near as practical.
- 3.5 Each tug shall have a draft of no more than 6.0 metres.
- 3.6 Each tug shall be equipped with a towing winch.
- 3.7 Each tug shall be equipped with and provide a towing line to a ship.
- 3.8 Each ship shall be fitted with a towing emergency release mechanism.
- 3.9 Each tug shall be fitted with a fire fighting spray system.
- 3.10 Each tug shall meet the requirements of the Marine Survey Office Load Line Requirements in accordance with S.I 424/2001 as applicable for a vessel intending to carry out domestic or international voyages.

**4 Availability of the relevant port service to all users, at all berths and without interruptions, day and night, throughout the year;**

- 4.1 The towage service provided shall be available to customers at not less than two hours' notice 24 hours of each day of the year.
- 4.2 Once a towage service commences in Dublin Port, the operator is required to give not less than six months' notice of any intentions to cease to offer services in Dublin Port.

**5 Compliance with requirements on maritime safety or the safety and security of the port or access to it, its installations, equipment and workers and other persons;**

- 5.1 Any towage service shall be provided in compliance with relevant laws, DPC Byelaws, Marine Survey Office Marine Notices, and DPC Notices to Mariners.
- 5.2 The towage operations shall be conducted in the English language and in compliance with IMO Standard Marine Communication Phrases.
- 5.3 The towage service shall maintain:
  - a. Local knowledge of the relevant nautical charts, fairway, channel and berth layout so as to be able to give a correct and seamanlike description of the channels, fairways, harbours, docks, wharves and piers of the jurisdiction, the rise and set of the tides, the depths and character of soundings, the anchorages, the distances and courses between any two places, the banks, rocks, shoals and other dangers, and the land

marks, beacons, perches, buoys and lights within or in any manner connected with the jurisdiction.

- b. Knowledge of the management and behaviour of all classes of ships, mooring, unmooring and getting underway, as well as situations of close quarters, restricted and hampered vessel movements.
  - c. Thorough working knowledge of the Collision Regulations, port operational knowledge, including VHF and VTS procedures.
  - d. Knowledge of local weather patterns and information so as to understand the effects of weather on marine operations in the Dublin Port jurisdiction.
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- 5.4 In relation to the safety of towage, vessel Masters and relevant crew are to have knowledge and experience of:
- a. towing winch emergency release mechanisms
  - b. tug stability, risk of girting and vessel interactions
  - c. watertight integrity and arising issues when towing
  - d. capability of the tug
  - e. knowledge and ability to demonstrate the effectiveness of reacting to an emergency situation
  - f. general safety awareness, work planning, risk assessment, operational briefings, tool box talks, personal protective equipment standards etc.
- 5.5 The local knowledge and experience requirements of each tug master must be demonstrated to the Harbour Master before a service will be approved. Demonstration will be via oral exam and check-ride.
- 5.6 The standard of the service provision will be audited at least annually.

## **6 Compliance with local, national, Union and international environmental requirements;**

- 6.1 Each tug shall be operated in accordance with relevant environmental legislation.
- 6.2 The towage company is responsible for the removal of all ships waste, engine room slops or sludge, grey and black water to approved local operators.
- 6.3 The towage company are responsible for the protection of the environment at all times but in particular whilst carrying out storing and bunkering operations.
- 6.4 The towage company must be able to implement a response to Tier 1 pollution incident. The tug must maintain a stock of anti-pollution equipment onboard and on the quayside.

## **7 Compliance with obligations in the field of social and labour law that apply in the Member State of the port concerned, including the terms of applicable collective agreements, manning requirements and requirements relating to hours of work and hours of rest for seafarers, and with applicable rules on labour inspections;**

- 7.1 A towage company must operate their assets and manage their crew in such a manner as to comply with the relevant legislation regarding hours of rest.

**8 The good repute of the port service provider, as determined in accordance with any applicable national law on good repute, taking into consideration any compelling grounds to doubt the reliability of the provider of port services**

8.1 DPC shall grant or refuse the right to provide towage services within four months of receiving a request. A towage operator applicant shall submit 3 years audited accounts to DPC.

