




Maritime &
Coastguard
Agency

The mandatory sections of this plan have been approved by the Maritime and Coastguard Agency for the compliance with the Merchant Shipping (Port Waste Reception Facilities Regulations) as amended.

Marine Surveyor S. Twitchin Date 15th August 2022
Southampton Marine Office Pages 51


PORT WASTE MANAGEMENT PLAN October 2022 – October 2025

in accordance with the requirements of the
Merchant Shipping (Port Waste Reception Facilities) Regulations 2003, amended 2009, 2016 and 2018



Portland Harbour Authority • Castletown • Portland • Dorset • DT5 1PP
Tel: 01305 824044 • Fax: 01305 826143
Email: info@portland-port.co.uk • Web: www.portland-port.co.uk

Approval details - see separate cover sheet



PORTLAND HARBOUR
AUTHORITY

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Amendments

Amendment	Date Issued	Amended By: Name & Signature
Complete Document Revision	Approved by MCA 8th October 2012	Environment & Planning Manager
3 year Document Review	Approved by MCA 15/05/2016	Permitting & Compliance Officer
3 year Document Review Amendments include: Addition of Onsite Oily Waste reception facility Addition of Responsibility for Plan Addition of section on wood packaging material and dunnage in compliance with MGN 563 section 15.6.	Approved by MCA 25/10/2019	Permitting & Compliance Officer
3 year document review Update to reflect MCA inspection comments Annex 4c Updated Update ICW definition	Approved by MCA 15/08/2022	Permitting & Compliance Officer
Minor Update to clarify ICW definition	Issued 21/10/2022	Planning and Consents Manager

Contents

1. Introduction
2. Relevant Legislation
3. Need for Facility and Characterisation of Waste
4. Facilities, Services and Procedures
5. The Charging System
6. Consultation, Reporting and Review
7. Small Craft Facilities and Information
8. Intentionally Blank
9. Summary

Figures

- Figure 1a** Admiralty Chart 2268 - Portland Harbour
Figure 1b Layout of Main Berths, Anchorages and Moorings
Figure 3a Characterisation of Waste and Is Waste Non-Hazardous or Non-Hazardous?
Figure 4a Simplified Waste Reception and Landing Procedure Flowchart

Tables

- Table 2a** Summary of relevant legislation and guidance
Table 3a Portland Harbour Authority waste reception facility: type and category of waste handled
Table 3b Categories of waste, which are likely to be landed under the MARPOL Regulations
Table 4a Port Waste Reception and Storage Facilities
Table 4b Summary of the roles and responsibilities of the departments, operational staff and contractors at the port and communication and operational procedures for provision of waste reception facilities and their handling and disposal
Table 4c Special administrative procedures relating to hazardous waste
Table 4d Special administrative and operational procedures relating to International Catering Waste
Table 5a Summary of charges associated with waste reception facilities
Table 7a Details of waste reception facilities at local boat clubs, moorings and the sailing academy

Annexes

- Annex 2a** Further information relating to the Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (and 2009 and 2016 amendments)
- Annex 2b** Schedule 1 of the Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (and 2009 and 2016 amendment)
- Annex 2c** MCA Marine Guidance Note MGN 563 (M+F) Amendment 1 Guidance on the merchant shipping and fishing vessels (port waste reception facilities) regulations 2003 and amendments (this note replaces MGN 253, 259, 326 and 387 and revises MGN 563)
- Annex 2d** MCA Port Waste Management Planning - A Guide to Good Practice 2003
- Annex 3a** Port Waste Reception Facility Reporting: Cost, Type & Capacity
- Annex 4a** Vessel pre-arrival notification - Requirement 4 - Port Waste Management
- Annex 4b** Oily Waste Declaration Form
- Annex 4c** Contact Directory - Portland Harbour Authority
- Annex 4d** Form 2 – In-water Cleaning Register Provider Pre-Clean Information Requirements
- Annex 6a** Evidence of Consultation
- Annex 6b** Alleged Inadequacy of Port Waste Reception Facility Reporting Form
- Annex 7a** Marine Waste Management Plan for Boatfolk's 'Portland Marina'

Executive Summary

Introduction

This document has been prepared in accordance with the requirements of the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003, amended 2009 and 2016 and relates primarily to port waste reception facilities available at Portland Port.

These Regulations require that every harbour authority and terminal operator shall provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question without causing undue delay to ships. “**Adequate**” is defined to mean “*capable of receiving the types and quantities of **prescribed wastes** from ships normally using that harbour or terminal taking into account the operational needs of the users of the harbour or terminal, its size and geographical location, the types of ships calling there*”. Definitions are further discussed in Chapter 2.

Portland Harbour Authority Limited objectives in relation to waste management practice are to:

- comply with all legislation pertaining to port waste management.
- provide an efficient waste management service to vessels visiting the port so that they can at least **adequately** dispose of **prescribed waste**.
- provide advice and guidance to ship agents and masters on the port waste management facilities and waste management operation in such a way that the facilities are utilised in a proper manner.
- encourage reuse or recycle waste wherever practical
- engage with stakeholders with the aim of training, educating, raising awareness and improving on waste management practice at the port and within Portland Harbour Authority Jurisdiction

Relevant Policy and Legislation

This plan is a statutory requirement and the primary regulator for the purposes of this plan is the Maritime and Coastguard Agency (MCA). Waste management on land however falls under UK legislation and the Environment Agency is the primary waste regulator in the UK as well as Defra in relation to International Catering Waste. International Catering Waste is defined as any food or food waste (or indeed packaging or utensils with food residue) from a vessel that travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK, Channel Islands and Isle of Man.

Chapter 2 includes a review of relevant legislation and guidance relating to waste as follows:

- Policy and Legislative Overview
- Regulatory Authorities - Marine and Land
- Summary of Relevant Legislation
- MARPOL Waste Categories
- Waste Definitions and Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009 and 2016)
- Waste Definitions and Environment Protection Act, Waste Regulations and Environmental Permitting
- The List of Wastes (England) Regulations 2005
- Waste Definitions and Hazardous Waste (England and Wales) Regulations 2005
- Waste Definitions and animal by-products, categories of 'animal by-products' and associated disposal requirements

It is a complex and changing system therefore it is important to monitor changes in legislation and requirements on an ongoing basis.

Need for Facility and Characterisation of Waste

Portland Port is a busy and growing port handling in excess of 600 vessels per year either alongside at berth or at anchor.

Portland Harbour Authority can provide reception facilities for the following types of waste:

- **MARPOL Annex I (Oil)** – dirty ballast water; tank washings (oily slops); oily mixtures containing chemicals; scale and sludge from tank cleaning operations; oily bilge water; sludge from purification of fuel oil and other.
- **MARPOL Annex II (Noxious Liquid Substances in Bulk)** – noxious liquid substances - in general generated from the cleaning of tanks (cargo residues)
- **MARPOL Annex III (Harmful Substances in Packaged Form)**
- **MARPOL Annex IV (Sewage from Ships)** – e.g. drainage and other wastes from any form of toilet and urinals; drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises; drainage from spaces containing living animals; or other waste waters when mixed with drainages defined above.
- **MARPOL Annex V (Garbage)** – e.g. plastic; floating dunnage, lining or packing material; ground-down paper products, rags, glass, metal, bottles, crockery etc.; cargo residues, paper products, rags, glass, metal, bottles, crockery etc.; food waste (includes - International Catering Waste); incinerator ash; other The type and category of waste that can be handled and the handling frequency is provided.
- **MARPOL Annex VI (Air Pollution from Ships)** – e.g. emissions, ozone depleting substances when removed from ships and exhaust gas cleaning residues.

Portland Harbour Authority use the services of a single waste contractor responsible for both 'dry' waste , including the provision of 'skips (or equivalent waste reception facilities) to the berth, and 'liquid' waste providing tankers (or equivalent reception facilities) to the berth. A procedure is also included in the waste management plan for characterisation of waste and assessment of whether or not it is non-hazardous or hazardous. Whilst prior-notification requirements should be channelled through the Marine Department, ship masters should liaise with the Commercial Department and Landside Services Department to discuss specific waste requirements.

Facilities, Services and Procedures

Facilities, services and procedures are discussed in chapter 4 and include the following information:

- Port Waste Reception & Storage Facilities & Services
- Port Waste Handling Facilities
- Waste Transfer, Treatment & Disposal
- Legal aspects of reception facilities and contractors
- Additional Considerations
- Roles, Responsibilities, Contact points and the Operators and Communication and Operational Procedures for waste reception facilities.
- Contact Directory
- Administration Procedures for waste reception facilities - General
- Non- Hazardous Waste - Administrative Procedures
- Hazardous Waste - Special Administrative Procedures
- Category 1 - International Catering Waste - Special Administrative and Operational Procedures
- Obtaining 'Garbage' (also know as 'General Waste') Receipts

The Charging System

Chapter 5 includes details relating to charging as follows:

- Mandatory Waste Charges
- Waste where 'price on application' is relevant and standard charges for legal documentation
- Special arrangements for certain smaller vessels
- Port's waste charging policy
- Ship's exempt from mandatory charge

Consultation, Reporting and Review

Chapter 6 relates to consultation, reporting and review and discusses the following:

- Ongoing informal consultations
- Formal consultation
- Methods of recording actual use of the waste reception facilities and recording the amounts of prescribed wastes received
- Reporting & Annual Returns to MCA
- Review
- Communication
- Reporting of alleged inadequacies

Small Craft Facilities and Information

Chapter 7 includes details on the following small craft facilities in the harbour:

- Manor Marine Boat Lift Jetty
- Clarks Boatyard
- Portland Marina
- Weymouth & Portland National Sailing Academy
- Castle Cove Sailing Club
- Ferrybridge Site

Responsibility for the Plan

The nominated person responsible for the upkeep and amendment of the 'Plan' is the Harbour Master.

It is the Harbour Master's responsibility to ensure that the plan is a controlled (and protected) document, kept up to date and maintained and reviewed in accordance with the legislative requirement.

Summary

Portland Harbour Authority Limited aim to provide the necessary advice, infrastructure and service to ships so that they can **adequately** dispose of their **prescribed waste** in an efficient and environmentally correct manner. This plan aims to provide guidance to ships on the waste management facilities and services available.

1 Introduction

1.1 Introduction

- 1.1.1 This document has been prepared in accordance with the requirements of the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003, amended 2009 and 2016
- 1.1.2 These Regulations require that every harbour authority and terminal operator shall provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question without causing undue delay to ships. “**Adequate**” is defined to mean “*capable of receiving the types and quantities of **prescribed wastes** from ships normally using that harbour or terminal taking into account the operational needs of the users of the harbour or terminal, its size and geographical location, the types of ships calling there*”. Definitions are further discussed in **Chapter 2**.
- 1.1.3 Portland Harbour Authority Limited (PHAL) aim to provide the necessary advice, infrastructure and service to ships so that they can dispose of their waste in an efficient and environmentally correct manner. This plan aims to provide guidance to ships on the waste management facilities and services available.

1.2 Background

- 1.2.1 PHAL is located on the south coast of the United Kingdom in the County of Dorset. It is a Statutory Harbour Authority responsible for management of the harbour, navigation and conservation within harbour limits as documented in the Portland Harbour Revision Order 1997.
- 1.2.2 The Order defines the limits of jurisdiction of the Harbour Authority and also confers upon the Authority powers of control, operation, management and regulation in relation to the harbour and the harbour premises at Portland Port. A location plan is shown on **Figure 1a**. A layout plan of the main berths, anchorages and moorings is shown in **Figure 1b** and is the main focus of this report.
- 1.2.3 A separate chapter (**Chapter 7**) has been dedicated to waste facilities independently provided by other occupiers of the port and harbour as part of their operation.

1.3 Portland Harbour Authority Waste Objectives

- 1.3.1 Portland Harbour Authority objectives in relation to waste management practice are to:
- comply with all legislation pertaining to port waste management.
 - provide an efficient waste management service to vessels visiting the port so that they can at least **adequately** dispose of **prescribed waste**.
 - provide advice and guidance to ship agents and masters on the port waste management facilities and waste management operation in such a way that the facilities are utilised in a proper manner.
 - encourage reuse or recycle waste wherever practical
 - engage with stakeholders with the aim of training, educating, raising awareness and improving on waste management practice at the port and within Portland Harbour Authority Jurisdiction.

Figure 1a. Extract of Admiralty Chart 2268 - Portland Harbour

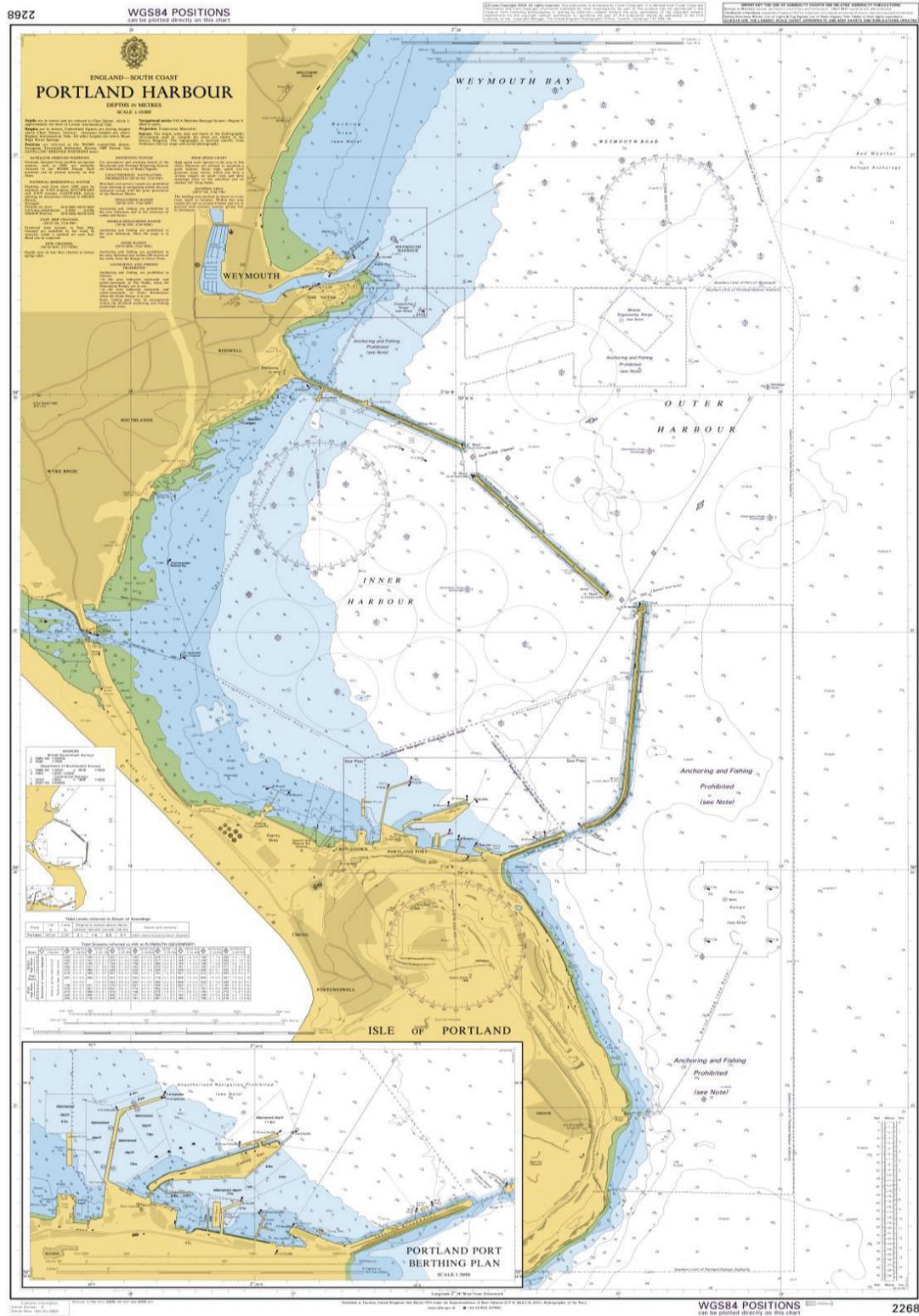


Figure 1b. Portland Harbour Authority Jurisdiction, Pilotage, Berthing, Anchoring & Mooring Plan

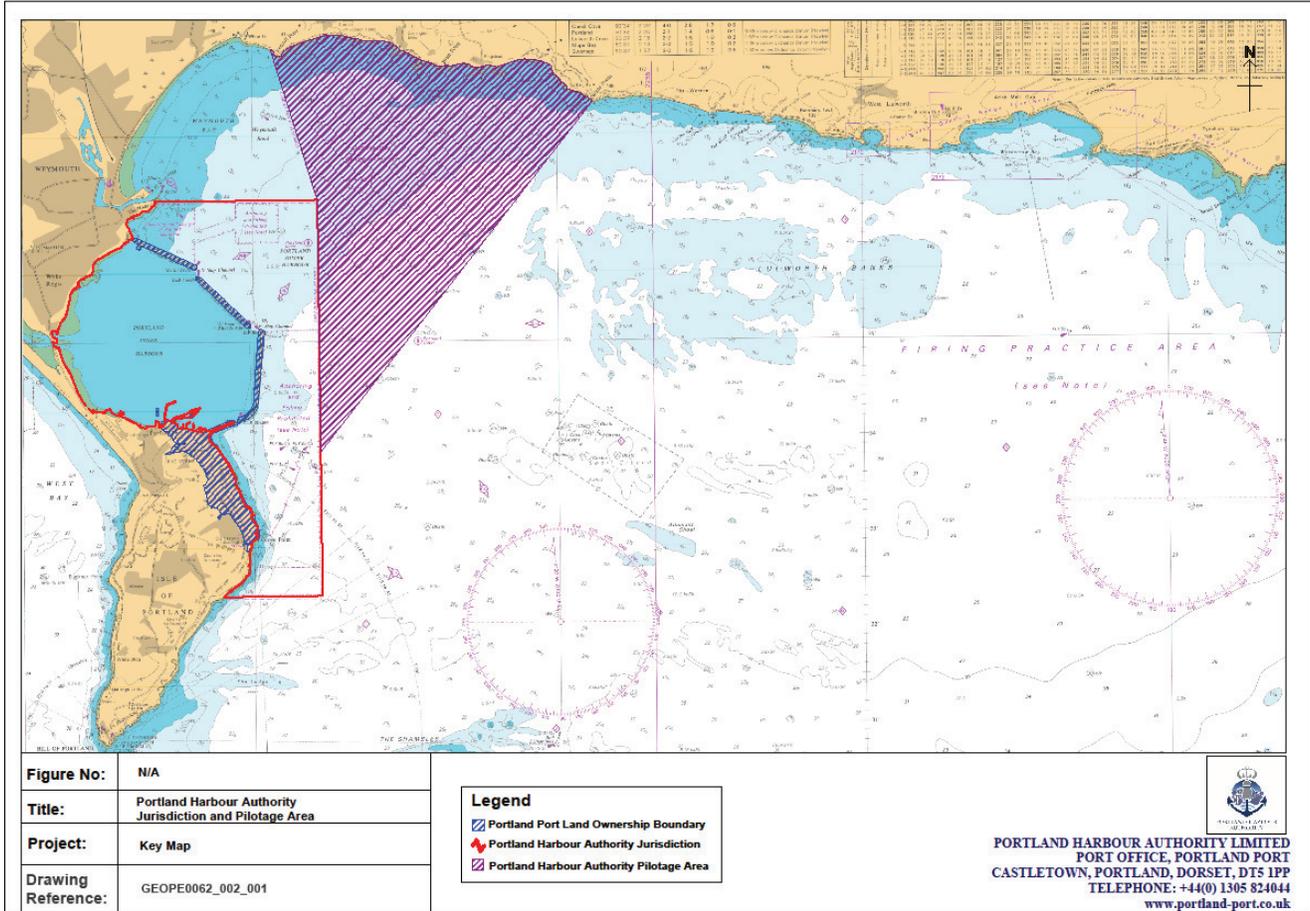
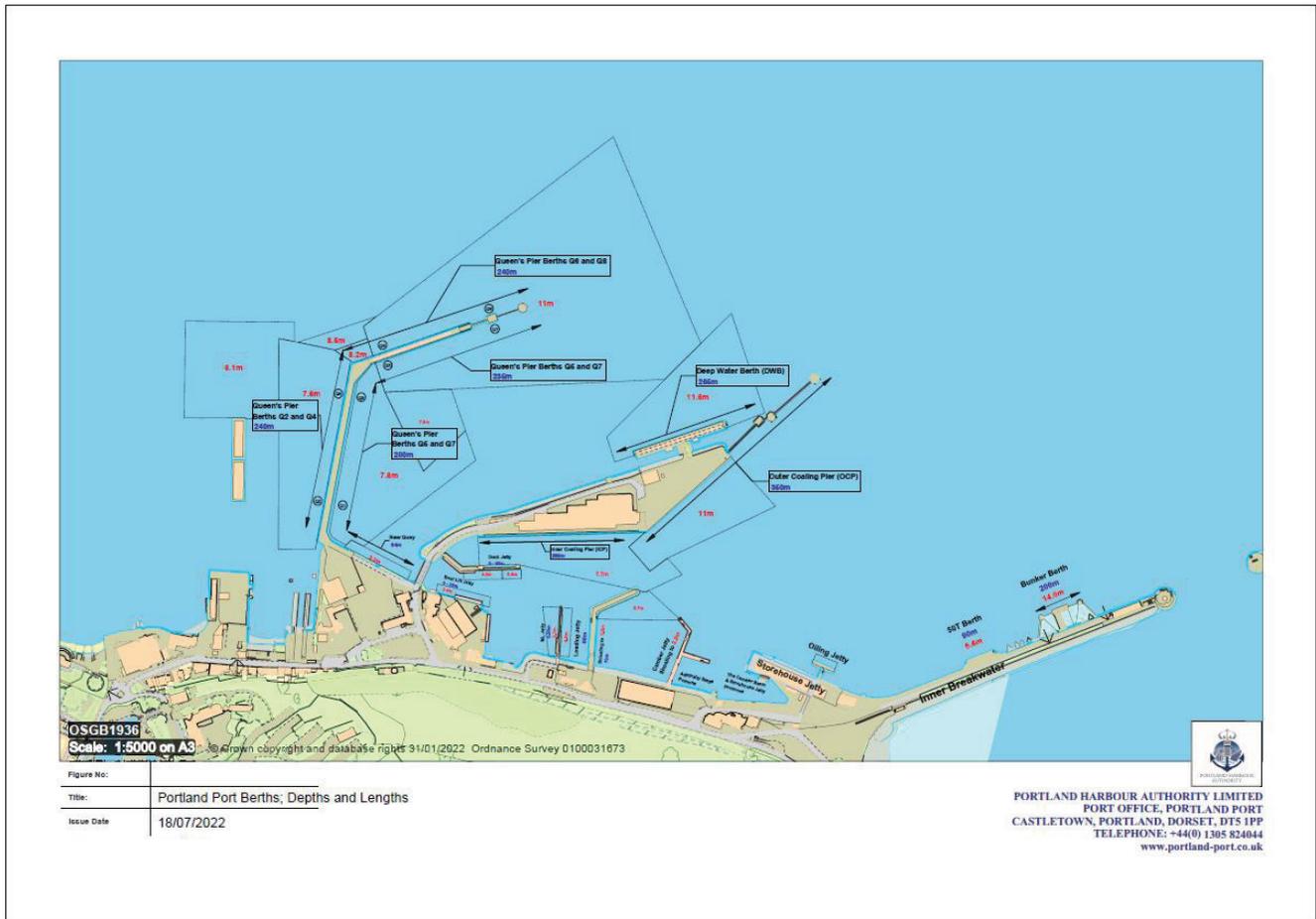


Figure 1c. Portland Port Berth Plan



2 Relevant Policy & Legislation

2.1 Policy & Legislative Overview

Marine Environment

- 2.1.1 The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78) contains regulations and requirements for the prevention of pollution by oil, harmful substances in packaged form, sewage, garbage and the control of pollution by noxious liquid substances. The regulations are contained in annexes to MARPOL 73/78.
- 2.1.2 The United Kingdom Government has an obligation to ensure that Port Authorities of the United Kingdom provide port waste reception facilities that are adequate for ships using the port for a primary purpose other than using the port waste reception facilities.
- 2.1.3 The Government meets this obligation by placing a statutory duty on Port Authorities to ensure the provision of port waste reception facilities is consistent with the requirements of MARPOL 73/78. EC Directive 2000/59/EC are implemented in the United Kingdom through the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003, amended 2009.

Land Environment (UK Governments 'zero waste economy')

- 2.1.4 In a statement on the Government Review of Waste Policy 2011 discussing what it means for business Defra state:

"Although businesses in England now recycle more than 50% of their waste, they still produce over 45 million tonnes of waste every year. The government wants to move beyond this throwaway society towards a zero waste economy, where we work to prevent waste, then reuse, recycle and recover what cannot be prevented – and throw away only as a last resort."

Land Environment (UK Governments Waste Policy)

- 2.1.5 The following is included in order to capture the UK governments policy on waste. Change is a constant feature of UK waste policy. This section provides a snap shot of the key features of current UK waste policies with specific focus on England and Wales although it is noted that this policy is under constant review particularly with a changing Government. Key features are discussed below.
- 2.1.6 **Waste Hierarchy** - prevention, preparing for reuse and recycling followed by other methods of recovery, for example energy recovery and lastly disposal. Prevention, preparing for reuse and recycling is given priority order in any waste legislation and policy.
- 2.1.7 **Diversion of waste from the landfill** - based on the waste hierarchy, a key objective of government policy is to reduce the level of waste going to landfill and to get people to recycle more. The Environmental Permitting (England and Wales) Regulations, Landfill Allowance Trading Scheme (England) and Landfill Allowance Scheme (Wales) impose restriction on the type and amount of waste that can be disposed of in landfills in England and Wales.
- 2.1.8 **Hazardous Waste Disposal** - New waste laws affect the way hazardous waste can be disposed of in England and Wales. Although it may still be possible for individual householders to dispose of a small quantity of hazardous waste in the normal waste collection, larger amounts would have to be disposed in specially managed waste facilities. It is no longer possible to dispose of hazardous liquid waste, batteries, whole and shredded tyres in landfills in the UK.
- 2.1.9 **Increase recycling** - the objective is to get more households in the UK to do more recycling and composting of waste. Several measures have been put in place to encourage the general public to consider waste as a resource and adopt a recycle and reuse culture.

- 2.1.10 **Reduction of waste from the economy** - the amount of waste produced by industries and businesses around the UK is quite high. The UK waste policy aims to reduce the amount of waste produced by the commercial sector. Different policy changes have been made to get businesses and industries to reduce waste. For instance, new laws on producer responsibility - the Producer Responsibility Obligations (Packaging Waste) Regulations 2007 require businesses to recover and recycle a certain amount of packaging. Further, they are required to design their products in such a way that encourages easy dismantling and recycling at the end of the life cycle. Please note that producer responsibility laws also cover Waste Electrical and Electronic Equipment (WEEE) and End of Life Vehicles.
- 2.1.11 **Shared Responsibility** - UK waste policies operate on the basis of "shared responsibility." Everyone generates some amount of waste, so everyone has a part to play in preventing further waste growth. All parts of society also have a responsibility to reuse, recycle and dispose of waste properly.

2.2 Regulatory Authorities - Marine and Land

- 2.2.1 This plan is a statutory requirement as described above and the regulator is the Maritime and Coastguard Agency (MCA). How the waste is managed on land falls under UK legislation and the Environment Agency is the primary waste regulator in the UK. In some cases, Defra may play a role.

2.3 Summary of Relevant Legislation

- 2.3.1 **Table 2a** below is a summary of relevant legislation, guidance and information.

Table 2a Summary of relevant legislation and guidance

Type	Title of Regulations & Guidance
Key Legislation	<ul style="list-style-type: none"> ▪ EU Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues ▪ Directive 2007/71/EC (amends Annex 2 of Directive 2000/59/EC). ▪ Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 ▪ The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009 ▪ The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016 ▪ <p><u>See Annex 2a and 2b with further information on this legislation and requirements for port waste management plans.</u></p>
Supporting Legislation	<ul style="list-style-type: none"> ▪ International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) Annex V ▪ Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (SI 2008/3257) ▪ Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) (Amendment) 2010 (SI 2010/897) ▪ The Merchant Shipping Act 1995 ▪ Regulation (EC) No 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption ▪ The Animal By-Products (Enforcement) (England) Regulations 2013 ▪ Hazardous Waste (E&W) Regulations 2005 ▪ Hazardous Waste (England and Wales) (Amendment) Regulations 2009

	<ul style="list-style-type: none"> ▪ The Environmental Protection Act 1990 ▪ The Environmental Permitting (England and Wales) Regulations 2016 ▪ The Waste (England and Wales) Regulations 2011 ▪ The Controlled Waste Regulations 2012 ▪ The List of Wastes (England) Regulations 2005 <p><i>Note: the above is selected legislation and not a complete list of the relevant legislation.</i></p>						
<p>Relevant consultations on English environmental legislation as checked on: 26/6/19</p> <p>www.gov.uk consultation portal</p>	<table border="1" data-bbox="483 447 1463 716"> <thead> <tr> <th data-bbox="483 447 1084 583">Legislation</th> <th data-bbox="1084 447 1235 583">Consultation closing date</th> <th data-bbox="1235 447 1463 583">Date expected to come into force</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 583 1084 716">Consultation on proposals to tackle crime and poor performance in the waste sector & introduce a new fixed penalty for the waste duty of care</td> <td data-bbox="1084 583 1235 716">Closed</td> <td data-bbox="1235 583 1463 716">No date given</td> </tr> </tbody> </table>	Legislation	Consultation closing date	Date expected to come into force	Consultation on proposals to tackle crime and poor performance in the waste sector & introduce a new fixed penalty for the waste duty of care	Closed	No date given
Legislation	Consultation closing date	Date expected to come into force					
Consultation on proposals to tackle crime and poor performance in the waste sector & introduce a new fixed penalty for the waste duty of care	Closed	No date given					
<p>Guidance</p>	<ul style="list-style-type: none"> ▪ MGN 358 (M+F) - Consolidated European Reporting System (CERS) <ul style="list-style-type: none"> • Port Waste Management Plan holders reporting specified port waste infringements • Bulk Carrier Terminal operators/representatives reporting specified bulk carrier infringements ▪ MCA Marine Guidance Note MGN 563 (M+F) - Guidance on the merchant shipping and fishing vessels (port waste reception facilities) regulations 2003 and amendments (this note replaces MGN 253, 259, 326 and 387) <ul style="list-style-type: none"> • Table indicating how the 2003 Regulations as amended apply to some types of ships and indicates what is required for that type of ship to comply with those regulations. • Proforma for notification - information ships must supply to the harbour authority. • Exemption application form - relevant to ships fulfilling all of the following three categories: scheduled, regular and frequent. • Reporting alleged inadequacy of port reception facilities form ▪ MCA Port Waste Management Planning - A Guide to Good Practice 2003 <ul style="list-style-type: none"> • Information to be notified before entry into port. • Contact details for the Environment Agency (England & Wales) for further information on the provision of hazardous/ special waste. • Report of cost, type and capacity of port waste reception facilities (IMO information return - to be submitted annually to MCA) • Report on Port Waste Reception Facilities - European Information Requirements (to be submitted annually to the MCA) ▪ International Maritime Organization publication. MARPOL. (note: new consolidated edition available summer 2011) ▪ Defra Guidance Note (July 2008) - Enforcement of controls on international catering waste - roles and responsibilities <p><u>See Annex 2c and 2d with further information on the MCA guidance referenced above</u></p>						

<p>Useful websites</p> <p>(available to view in December 2019)</p>	<ul style="list-style-type: none"> ▪ International Maritime Organization (IMO) - Port Waste Reception: http://www.imo.org/en/OurWork/Environment/PortReceptionFacilities/Pages/Default.aspx ▪ Maritime & Coastguard Agency (MCA) - https://www.gov.uk/government/organisations/maritime-and-coastguard-agency ▪ Oil & Gas UK - Waste - Ship Generated Waste - Port Reception: https://oilandgasuk.co.uk/environmental-legislation/ ▪ Defra - Waste and Recycling: https://www.gov.uk/environment/waste-and-recycling ▪ Defra - Environmental Permitting: https://www.gov.uk/environment/pollution-and-environmental-quality See also for information relating to Local Authorities who issue permits for Part A2 and Part B activities ▪ Environment Agency - Waste Guidance: https://www.gov.uk/managing-your-waste-an-overview ▪ . ▪ European Union - Guidance and advice on waste shipment http://ec.europa.eu/environment/waste/shipments/index.htm ▪ Defra - controls on animal by-products: www.gov.uk/government/uploads/system/uploads/attachment_data/file/69458/pb13688-animal-by-products-controls-111130.pdf ▪ The Association of Port Health Authorities http://www.apha.org.uk/ ▪ The Green Blue (joint environment programme created by the British Marine Federation and Royal Yachting Association) - sewage, grey water and rubbish information, practice and guidance- http://thegreenblue.org.uk/Boat-Users/Sewage-and-Waste ▪ Blue Flag - a voluntary eco-label - awarded to beaches and marinas all around the world - http://www.blueflag.global/. Information also available on http://www.keepbritaintidy.org/ ▪ Ministry of Defence - Waste Strategy 2015 to 2025 https://www.gov.uk/government/publications/mod-waste-management-2015-to-2025 and JSP 418 Leaflet 03 - Controlled Waste (Revised Oct 2010) PDF https://www.gov.uk/government/publications/jsp-418-mod-corporate-environmental-protection-manual
<p>Other</p>	<ul style="list-style-type: none"> ▪ MCA Merchant Shipping Notice MSN 1807 (M+F) The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (this note replaces MSN 1720) ▪ International Chamber of Shipping Publication - Guidelines for the Preparation of Garbage Management Plans incorporating a Model Plan. www.marisec.org.

2.4 MARPOL Waste Categories

2.4.1 **Table 2b** includes MARPOL waste categories and definitions that are relevant.

Table 2b. MARPOL waste categories and definitions are relevant:

<p>International Convention for the Prevention of Pollution from Ships, widely known as the MARPOL Convention. Its technical content is laid out in six Annexes as defined below.</p>	
<p>Annex I - Oil</p>	<p>means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of the MARPOL Convention (see Appendix I of Annex).</p> <p>Waste oils include for example:</p>

	<ul style="list-style-type: none"> • Dirty Ballast Water • Oily tank washings (slops) (i.e. cargo residues) • Oily mixtures containing chemicals • Scale and sludge from tank cleaning operations • Oily bilge water • Sludge from purification of fuel oil/ oily residues (sludge) • Other <p>The above list is an extract from section 3.1 of the MGN 387.</p> <p>Note: Waste oils are in general also classified as hazardous waste in England and Wales. The term sullage is sometimes used to describe the above categories.</p>
<p>Annex II - Noxious Liquid Substances in Bulk</p>	<p>means any substance indicated in Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under regulation 6.3 (of Annex II regulations) as falling into category X, Y or Z.</p> <p>Category X (major hazard), Y (hazard), Z (minor hazard) are also relevant in that they signify substances that fall under this Annex and the risk level of noxious liquid substances to marine life, human health etc. if discharged to sea from tank cleaning and deballasting operations. Other substances i.e. are those that present no harm and therefore do fall under the regulations of Annex II.</p> <p>'Category A, B, C or D substance': means any substance listed and identified as falling into Category A, B, C or D in column "c" in chapter 17 and Chapter 18 of the International Bulk Chemical (IBC) Code; and any substance which is provisionally assessed as Category A, B, C or D substance; and a reference to any such substance shall include a reference to any mixture containing such substance.</p> <p>Liquid substances are those having a vapour pressure not exceeding 0.28 MPa absolute at a temperature of 37.8°C.</p> <p>Noxious liquid substances are in general generated from the cleaning of tanks prior to use for a different liquid and may be referred to as cargo residues.</p>
<p>Annex III - Harmful Substances Carried in Packaged Form</p>	<p>means 'harmful substances' identified in the International Maritime Dangerous Goods Code (IMDG Code) and for the purpose of this Annex, 'packaged form' is defined as the forms of containment specified for harmful substances in the IMDG Code.</p> <p>Harmful substances Carried in Packaged Form in waste form may be referred to as cargo residues.</p>
<p>Annex IV - Sewage from Ships</p>	<p>see 'sewage' definition in Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009) below.</p>
<p>Annex V - Garbage from Ships</p>	<p>means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except those substances which are defined or listed in other Annexes to the MARPOL Convention.</p> <p>Types of garbage:</p>

	<ul style="list-style-type: none"> • Plastic • Floating dunnage, lining or packing material • Ground-down paper products, rags, glass, metal, bottles, crockery etc. • Cargo residues, paper products, rags, glass, metal, bottles, crockery etc. • Food waste (includes - International Catering Waste) • Incinerator, ash • Other <p>Note - Dunnage is a term with a variety of related meanings. Typically dunnage is inexpensive or waste material used to protect and load securing cargo during transportation. Dunnage also refers to material used to support loads and prop tools and materials up off the ground such as jacks, pipes, and supports for air conditioning and other equipment above the roof of a building.</p> <p>International catering waste is described as any food or food waste (or indeed packaging or utensils with food residue) from a vessel that travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK, Channel Islands and Isle of Man.</p>
Annex VI - Air Pollution from Ships	<p>includes emissions i.e. the release of substances subject to control by this Annex from ships into the atmosphere or sea e.g. Nitrogen Oxides (NOx), Ozone depleting substances and Sulphur Oxides (SOx).</p> <p>Of relevance to reception facilities is the following:</p> <p>Reception of ozone depleting substances and equipment containing ozone depleting substances when removed from ships and needs of ships relating to exhaust gas cleaning residues.</p>
Harmful Substance	<p>means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by MARPOL Convention.</p>

2.5 Waste Definitions and Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009)

2.5.1 **Table 2c** includes waste definitions are relevant to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009 and 2016).

Table 2c. Waste definitions relevant to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009 and 2016).

Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (amended 2009 and 2016)	
'Cargo residues' -	means the remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures and cleaning operations are completed and includes excesses and spillages from loading and unloading.

'Cargo-associated waste' -	means all materials which have become wastes as a result of use on board a ship for cargo stowage and handling and includes dunnage, shoring, pallets, lining and packing materials, plywood, paper, cardboard, wire and steel strapping.
'Oily mixture' -	means a mixture with any oil component.
'Operational waste' -	means all cargo-associated waste and maintenance waste.
'Prescribed waste' -	<p>means any waste of the following description:</p> <ul style="list-style-type: none"> • Cargo residues. • Noxious liquid substances; and • Ship-generated waste.
'Sewage' -	<p>means:</p> <ol style="list-style-type: none"> a) drainage and other wastes from any form of toilet and urinals; b) drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises; c) drainage from spaces containing living animals; or d) other waste waters when mixed with drainages defined above <p>The following terms are commonly used to distinguish the different types of waste water created on boats/ ships:- black water, grey water and bilge water the latter of which falls under Annex I - Oils. These are further defined below.</p> <p>Black water - is toilet waste i.e. waste which will often contain harmful bacteria and viruses</p> <p>Grey water - is waste water from sinks, showers and washing machines</p> <p>Bilge water - is self explanatory but is often contaminated with oil.</p>
'Ship-generated waste' -	means all wastes and residues which are generated during the service of a ship and which fall within the definitions of garbage, sewage, oil, oily mixtures, but does not include cargo residues; and for this purpose "garbage" means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except sewage.

2.5.2 Also of relevance to shipping is the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997 of which the definitions included in **Table 2d** are useful.

Table 2d. Useful relevant definitions from the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997.

Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997	
'Dangerous Goods'	<p>The Maritime and Coastguard Agency, (MCA), is the UK Competent Authority and hence the focal point for all issues pertaining to the transport of dangerous goods by sea, or, as they are sometimes called, hazardous materials.</p> <p>Dangerous goods are divided into two types:</p> <ul style="list-style-type: none"> • packaged, that is small packs to portable tanks and road tankers • bulk, as in sea-going tankers. <p>The carriage of oil and bulk gas is dealt with under specific cargo regulations.</p> <p>A sea journey is classed as involving domestic or international ferries and cargo ships, operating in either rivers, estuary waters or the open sea and therefore, the requirements of the IMDG Code apply.</p> <p>Packaged dangerous goods are classified according to the reformatted IMDG Code 34th amendment or 2008 edition (two volume A4 paperback) which became mandatory from January 1st 2010 and is brought into UK law by means of the Statutory Instrument (SI) 1997/2367 Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997 (http://www.legislation.hmso.gov.uk/stat.htm).</p> <p>Marpol waste categories apply when these goods are in waste form.</p>

2.6 Waste Definitions and Environment Protection Act, Waste Regulations and Environmental Permitting

2.6.1 **Table 2e** includes waste definitions relevant to the Environment Protection Act, Waste Regulations and Environmental Permitting Regulations.

2.6.2 **Table 2e.** Waste definitions relevant to the Environment Protection Act and Environmental Permitting Regulations.

Part II of the Environmental Protection Act 1990	
Controlled Waste	<p>Part II of the Environmental Protection Act 1990 ("the 1990 Act") defines three sorts of controlled waste: household, industrial and commercial waste. The 1990 Act enables regulations to be made whereby waste of any description, including litter and refuse, is to be treated for the purposes of the provisions of Part II as being of one or other of those categories.</p>

Directive 2008/98/EC on waste and repealing certain Directives	
'Waste'	Directive 2008/98/EC on waste and repealing certain Directives states 'waste' means: any substance or object which the holder discards or intends or is required to discard.
Environmental Permitting (England and Wales) Regulations 2010	
'Waste' -	<p>Waste, except where otherwise defined, means anything that -</p> <p>(a) is waste for the purposes of the Waste Framework Directive, and (b) is not excluded from the scope of that Directive by Article 2(1) of that Directive</p> <p>Article 2(1) states:</p> <p>The following shall be excluded from the scope of this Directive:</p> <p>(a) gaseous effluents emitted into the atmosphere; (b) land(in situ) including unexcavated contaminated soil and buildings permanently connected with the land; (c) uncontaminated soil and other naturally occurring material excavated in the course of construction activities where it is certain that the material will be used for the purposes of construction in it's natural state on the site from which it is excavated;</p>
The Waste (England & Wales) Regulations 2011	
Note - these regulations include amendments to the Environmental Permitting Regulations and the Hazardous Waste Regulations	
'controlled waste'	has the meaning given in section 75(4) of the Environmental Protection Act 1990(1);
'hazardous waste' -	<p>(a) in relation to England has the meaning given in regulation 6 of the Hazardous Waste (England and Wales) Regulations 2005(2);</p> <p>(b) in relation to Wales has the meaning given in regulation 6 of the Hazardous Waste (Wales) Regulations 2005(3);</p>

2.7 The List of Wastes (England) Regulations 2005

2.7.1 **Table 2g** includes the high level list of wastes categories. Waste in these categories may or may not be hazardous.

Table 2g. High level list of wastes categories.

The List of Wastes (England) Regulations 2005		
Regulation 2(2)(b)	01	Wastes resulting from exploration, mining, quarrying, physical and chemical treatment of minerals
SCHEDULE 1 THE LIST OF WASTES – THE ANNEX TO THE	02	Wastes from agriculture, horticulture, aquaculture, forestry, hunting and fishing, food preparation and processing
	03	Wastes from wood processing and the production of panels and furniture, pulp, paper and cardboard

<p>LIST OF WASTES DECISION "ANNEX List of wastes pursuant to Article 1(a) of Directive 75/442/EEC on waste and Article 1(4) of Directive 91/689/EEC on hazardous waste</p>	04	Wastes from the leather, fur and textile industries
	05	Wastes from petroleum refining, natural gas purification and pyrolytic treatment of coal
	06	Wastes from inorganic chemical processes
	07	Wastes from organic chemical processes
	08	Wastes from the manufacture, formulation, supply and use (MFSU) of coatings (paints, varnishes and vitreous enamels), adhesives, sealants and printing inks
	09	Wastes from the photographic industry
	10	Wastes from thermal processes
	11	Wastes from chemical surface treatment and coating of metals and other materials; non-ferrous hydro-metallurgy
	12	Wastes from shaping and physical and mechanical surface treatment of metals and plastics
	13	Oil wastes and wastes of liquid fuels (except edible oils, 05 and 12)
	14	Waste organic solvents, refrigerants and propellants (except 07 and 08)
	15	Waste packaging; absorbents, wiping cloths, filter materials and protective clothing not otherwise specified
	16	Wastes not otherwise specified in the list
	17	Construction and demolition wastes (including excavated soil from contaminated sites)
	18	Wastes from human or animal health care and/or related research (except kitchen and restaurant wastes not arising from immediate health care)
	19	Wastes from waste management facilities, off-site waste water treatment plants and the preparation of water intended for human consumption and water for industrial use
	20	Municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions
	<p>The List of Wastes Regulations should be checked for further details relating to a particular waste is hazardous or not.</p>	

2.8 Waste Definitions and Hazardous Waste (England and Wales) Regulations 2005

2.8.1 **Table 2f** includes waste definitions relevant to the Hazardous Waste (England and Wales) Regulations 2005.

Table 2f. Waste definitions relevant to the Hazardous Waste (England and Wales) Regulations 2005.

Hazardous Waste (England and Wales) Regulations 2005	
'Hazardous Waste'	<p>Directive 2008/98/EC on waste and repealing certain Directives</p> <p>Directive 2008/98/EC on waste and repealing certain Directives states 'hazardous waste' means:</p> <p>Waste which displays one or more of the hazardous properties listed in Annex III.</p> <p>Hazardous Waste (England and Wales) Regulations 2005</p>

These Regulations repeal the Special Waste Regulations 1996 and replace the term “special waste” with “hazardous waste”.

The definition of hazardous waste is described in Regulation 6 of the Hazardous Waste (England and Wales) Regulations 2005 as follows:

“hazardous waste” - has the meaning given by regulation 6; “mixing” shall be construed in accordance with regulation 18; Subject to regulation 9, a waste is a hazardous waste if it is:

- (a) listed as a hazardous waste in the List of Wastes;
- (b) listed in regulations made under section 62A(1) of the 1990 Act; or
- (c) a specific batch of waste which is determined pursuant to regulation 8 to be a hazardous waste,

and the term “hazardous” and cognate expressions shall be construed accordingly.

Regulation 9 relates to exceptional circumstances where hazardous waste may be determined by the Secretary of State as non-hazardous.

Regarding (a) above, wastes listed as hazardous in the 'List of Wastes' are considered hazardous pursuant to the first indent of Article 1.4 of the Hazardous Waste Directive.

Regarding (b) above, Regulation 62 of the Environment Act 1990 relates to special provision with respect to certain dangerous or intractable waste and states the following:

"(1) If the Secretary of State considers that controlled waste of any kind is or may be so dangerous or difficult to treat, keep or dispose of that special provision is required for dealing with it he shall make provision by regulations for the treatment, keeping or disposal of waste of that kind (“special waste”)."

Regarding (c) above, regulation 8 states:

"(1) The Secretary of State, having regard to Annexes I, II and III and the limit values of concentration in the List of Wastes, may determine, in exceptional cases, that a specific batch of waste in England which—

- (a) is not listed as a hazardous waste in the List of Wastes;
- (b) is not listed in regulations made under section 62A(1) of the 1990 Act; or
- (c) though of a type listed as a hazardous waste in the List of Wastes, is treated as nonhazardous pursuant to regulation 9(2),

displays one or more of the hazardous properties, and accordingly that it shall be treated for all purposes as hazardous waste.

(2) A specific batch of waste produced in Wales, Scotland or Northern Ireland and not listed as hazardous in the List of Wastes and which is for the time being determined by the Welsh Assembly Government, the Scottish Executive or the Northern Ireland Department of the Environment, as the case may be, to be hazardous pursuant to Article 3 of the List of Wastes Decision, shall, subject to any determination made under regulation 9, be treated for all purposes as hazardous waste in England."

2.9 Waste Definitions and animal by-products, categories of 'animal by-products' and associated disposal requirements

2.9.1 **Table 2h** includes waste definitions relevant to animal by-products, categories of 'animal by-products' and associated disposal requirements

Table 2h. Waste definitions relevant to animal by-products, categories of 'animal by-products' and associated disposal requirements.

<p>Regulation (EC) No 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules concerning animal by-products not intended for human consumption</p> <p>Definition of animal by-products, categories of 'animal by-products' and associated disposal requirements.</p> <p>Note: Category 1 International Catering Waste is non-hazardous however it does require special treatment in terms of both paperwork and disposal. It is defined as any food or food waste (or indeed packaging or utensils with food residue) from a vessel that travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK, Channel Islands and Isle of Man.</p>	
<p>Animal by-products</p>	<p>Animal by-products are defined as the entire bodies or parts of bodies of animals or products of animal origin not intended for human consumption, including ova, embryos and sperm.</p>
<p>Category 1 (includes International Catering Waste)</p>	<p>Category 1 material comprises the following animal by-products:</p> <ul style="list-style-type: none"> • all body parts body, including hides and skins, of animals suspected of being infected by a transmissible spongiform encephalopathy (TSE) or in which the presence of a TSE has been confirmed, animals killed in the context of TSE eradication measures, pet animals, zoo animals and circus animals, experimental animals, wild animals suspected of being infected with a communicable disease; • specified risk material as tissues likely to carry an infectious agent; • products derived from animals that have absorbed prohibited substances or substances containing products dangerous for the environment; • all animal material collected when treating waste water from category 1 processing plants and other premises in which specified risk material is removed; • catering waste from means of transport operating internationally; • mixtures of category 1 with category 2 and/or category 3 material. <p>Intermediate handling and storage of category 1 material must take place in approved intermediate establishments of the same category. Collected, transported and identified without delay, this material shall be:</p> <ul style="list-style-type: none"> • directly disposed of as waste by incineration in an approved incineration plant; • processed in an approved plant by a specific method, in which case the resulting material shall be marked and finally disposed of as waste by incineration or co-incineration;

	<ul style="list-style-type: none"> • with the exclusion of material coming from carcasses of animals infected (or suspected of being infected) with a TSE, processed by a specific method in an approved plant, in which case the resultant material shall be marked and finally disposed of as waste by means of burial in an approved landfill; • in the case of catering waste, disposed of by burial in a landfill. <p>International catering waste may be disposed of in an authorised landfill site.</p> <p>Note: ICW includes all food waste from planes, vehicles or ships travelling internationally and within EU territory. Food waste from planes, vehicles or ships is classified domestic catering waste when:</p> <ul style="list-style-type: none"> • operating within the UK, Channel Islands and Isle of Man <p>or</p> <ul style="list-style-type: none"> • travelling from Northern Ireland to Great Britain <p>(see https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste)</p>
<p>Category 2</p>	<p>Category 2 material comprises the following animal by-products:</p> <ul style="list-style-type: none"> • manure and digestive tract content; • all animal materials other than those belonging to category 1 collected when treating waste water from slaughterhouses; • products of animal origin containing residues of veterinary drugs and contaminants in concentrations exceeding the Community limits; • products of animal origin, other than category 1 material, that are imported from third countries and fail to comply with the Community veterinary requirements; • animals other than category 1 that have not been slaughtered for human consumption; • mixtures of category 2 and category 3 material. <p>Except in the case of manure, the intermediate handling and storage of category 2 material must take place in approved intermediate establishments of the same category. Collected, transported and identified without delay, this material shall be:</p> <ul style="list-style-type: none"> • directly disposed of as waste by incineration in an approved incineration plant; • processed in an approved plant by a specific method, in which case the resultant material shall be marked and finally disposed of as waste; • ensiled or composted in the case of material derived from fish; • in the case of manure, digestive tract content, milk and colostrum not presenting any risk of spreading a communicable disease, either a) used without processing as raw material in a biogas or composting plant or treated in a technical plant, or b) applied to land; • used in a technical plant to produce game trophies.

<p>Category 3</p>	<p>Category 3 material comprises the following animal by-products:</p> <ul style="list-style-type: none"> • parts of slaughtered animals which are fit for human consumption but are not intended for human consumption for commercial reasons; • parts of slaughtered animals which are rejected as unfit for human consumption but are not affected by any sign of a communicable disease; • hides and skins, hooves and horns, pig bristles and feathers originating from animals that are slaughtered in a slaughterhouse and were declared fit for human consumption after undergoing an ante mortem inspection; • blood obtained from animals declared fit for human consumption after undergoing an ante mortem inspection, other than ruminants slaughtered in a slaughterhouse; • animal by-products derived from the production of products intended for human consumption, including degreased bones and greaves; • former foodstuffs of animal origin, other than catering waste, which are no longer intended for human consumption for commercial reasons or due to problems of manufacturing or packaging defects; • raw milk originating from animals that do not show any signs of a communicable disease; • fish or other sea animals, except sea mammals, caught in the open sea for the purpose of fishmeal production, and fresh by-products from fish from plants manufacturing fish products for human consumption; • shells of eggs originating from animals that do not show any signs of a communicable disease; • blood, hides and skins, hooves, feathers, wool, horns, hair and fur originating from healthy animals; • catering waste other than category 1. <p>Intermediate handling and storage of category 3 material must take place in approved intermediate establishments of the same category. Collected, transported and identified without delay, this material shall be:</p> <ul style="list-style-type: none"> • directly disposed of as waste by incineration in an approved incineration plant; • used as raw material in a pet food plant; • processed by a specific method in an approved processing, technical, biogas or composting plant; • composted or processed in a biogas plant in the case of category 3 catering waste; • in the case of raw material of fish origin, ensiled or composted.
<p>‘catering waste’</p>	<p>‘catering waste’ means all waste food originating in restaurants, catering facilities and kitchens, including central kitchens and household kitchens;</p>
<p>‘competent authority’</p>	<p>competent authority: the central authority of a Member State competent to ensure compliance with the requirements of this Regulation or any authority to which that central authority has delegated that competence, in particular for the control of feeding stuffs; it shall also include, where appropriate, the corresponding authority of a non-member country;</p>

2.9.2 JSP 418 Part 03 prepared by the MOD titled 'Controlled Waste (Revised June 2016)' can be found at <http://www.mod.uk/DefenceInternet/AboutDefence/CorporatePublications/DefenceEstateandEnvironmentPublications/JSP418/> and provides additional definitions and details of relevant waste legislation.

3 Needs for Facility & Characterisation of Waste

3.1 Assessment of need for waste reception facilities

- 3.1.1 Portland Port is a busy and growing port handling in excess of 600 vessels per year either alongside at berth or at anchor. The main functions of the port like other seaports include:
- to transfer cargo between maritime and inland transport modes in an international or intra-national journey
 - to provide a safe anchorage or berth for all vessels
 - to provide replenishment services for vessels in an international or intra-national journey
- 3.1.2 Portland Port also offers facilities for vessel services such as maintenance and repair of vessels, bunkering, deliveries of goods for direct use at the port and for handling and assembly of goods at the port for transport and use elsewhere.
- 3.1.3 The port hosts dedicated commercial and operational land occupied by a diverse range of tenant and there are a number of small commercial businesses and recreational boating facilities located within the wider harbour area.
- 3.1.4 The local environment supports a diverse wildlife, a fascinating history and geology and heritage recognised to be one of the best in the world.
- 3.1.5 There is therefore a regulatory requirement and a need to provide waste reception facilities.

3.2 The Environment

- 3.2.1 With regards to environment, Portland Harbour, the Chesil and Fleet, Weymouth Bay and its surroundings are prime examples of the spectacular scenery the UK has to offer. The locality supports a wealth of wildlife and a fascinating geology and heritage thus securing UK recognition for the importance of this region as well as international and world recognition.
- 3.2.2 All individuals are asked to respect the environment both on and off the water and to pay attention to any communications with specific environmental requirements including waste requirements as described in this plan.

3.3 Type and capacity of waste reception facilities

- 3.3.1 PHAL caters for the waste types and categories summarised in **Table 3a** below. The handling frequency is also provided and further information relating to reporting is included at **Annex 3a**.

Table 3a. Portland Harbour Authority waste reception facility: type and category of waste handled and handling frequency.

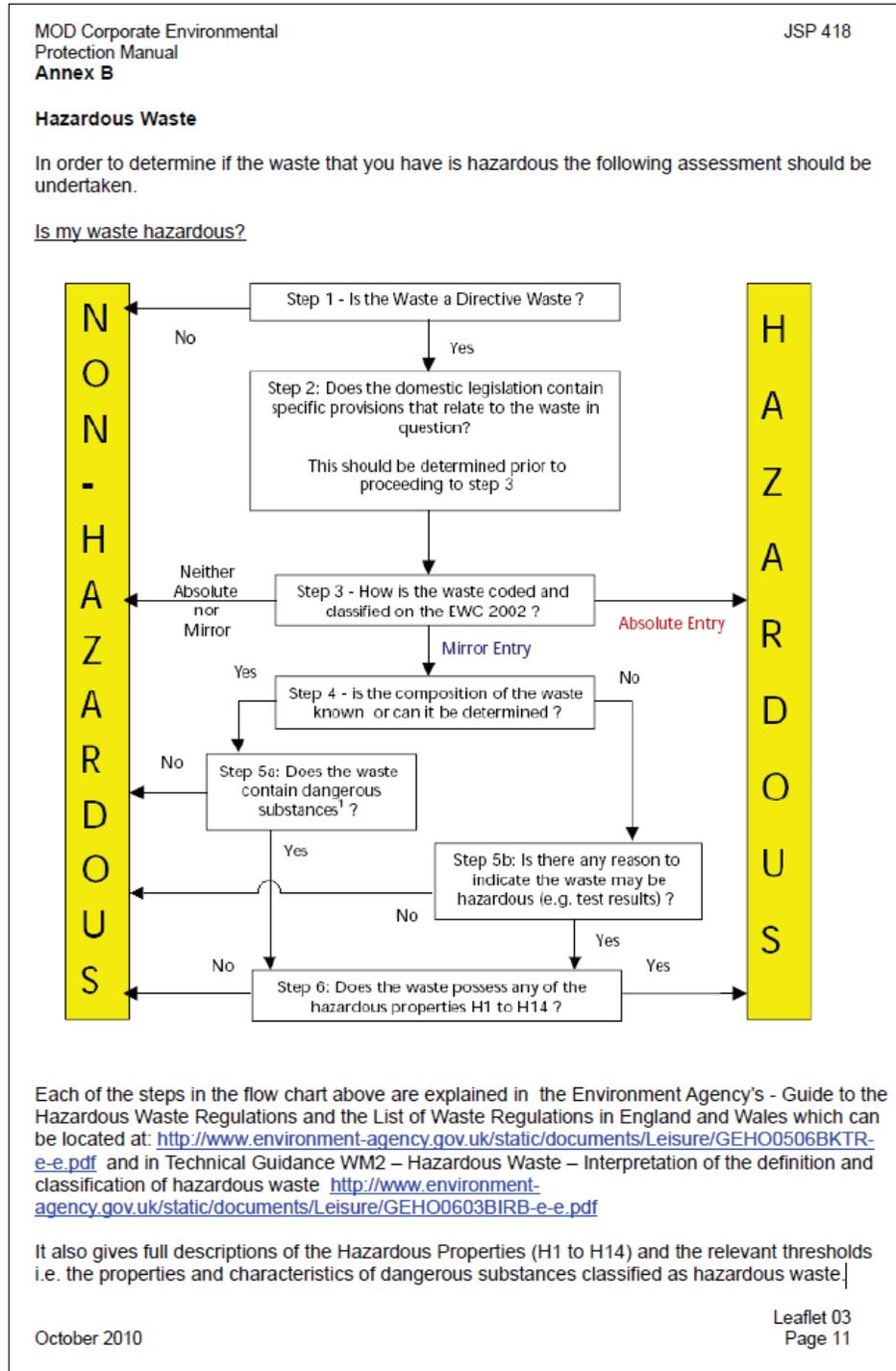
Portland Harbour Authority Port Waste Reception Facility: type and category of waste handled and handling frequency		
Annex	Sub-categories	Handling Frequency
Annex I OILS	<ol style="list-style-type: none"> 1. Dirty Ballast Water; 2. Tank Washings (slops); 3. Oily mixtures containing chemicals; 4. Scale & sludge from tank cleaning operations; 5. Oily bilge water; 6. Sludge from the purification of fuel oil; 7. Other. 	Frequent
Annex II NOXIOUS LIQUID SUBSTANCES IN BULK	<p>Noxious liquid substances are in general generated from the cleaning of tanks prior to use for a different liquid and can be referred to as <u>cargo residues</u>.</p> <p>(any substance indicated in Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under regulation 6.3 (of Annex II regulations) as falling into Category X (major hazard), Y (hazard) and Z (minor hazard)).</p> <p>see also 'Category A, B, C or D substance' as described in chapter 17 and Chapter 18 of the International Bulk Chemical (IBC) Code.</p>	Infrequent
Annex III HARMFUL SUBSTANCES IN PACKAGED FORM	<p>Harmful substances Carried in Packaged Form in waste form will be referred to as <u>cargo residues</u>.</p> <p>'Harmful substances' identified in the International Maritime Dangerous Goods Code (IMDG Code) and for the purpose of this Annex, 'packaged form' is defined as the forms of containment specified for harmful substances in the IMDG Code.</p>	Infrequent
Annex IV SEWAGE	<p>E.g.</p> <ol style="list-style-type: none"> 1. Drainage and other wastes from any form of toilet and urinals; 2. drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises; 3. drainage from spaces containing living animals; or 4. other waste waters when mixed with drainages defined above 	Infrequent
Annex V GARBAGE	<ol style="list-style-type: none"> 1. Plastic; 2. Floating dunnage, lining or packing material; 3. Ground-down paper products, rags, glass, metal, bottles, crockery etc.; 4. Cargo residues, paper products, rags, glass, metal, bottles, crockery etc. 5. Food waste (includes - Category 1 International Catering Waste); 6. Incinerator ash; 7. Other 	Frequent
Annex VI AIR POLLUTION	<p>Of relevance to reception facilities is the following:</p> <p>Reception of ozone depleting substances and equipment containing ozone depleting substances when removed from ships and needs of ships relating to exhaust gas cleaning residues.</p>	Infrequent

Note : the above can be hazardous and non-hazardous depending on the type, quantity and characteristics etc.

3.4 Characterisation of Waste and Is Waste Non-Hazardous or Non-Hazardous?

3.4.1 The following extract is from MOD Corporate Environmental Protection Manual (JSP 418) October 2010 on WASTE MANAGEMENT and is helpful guidance when considering waste and whether it is non-hazardous.

Figure 3a. Characterisation of Waste and Is Waste Non-Hazardous or Non-Hazardous?



4 Facilities, Services and Procedures

4.1 General

- 4.1.1 It is important that waste facilities are provided and properly managed to ensure the proper handling, treatment and disposal of wastes. Procedures that enable the operation to run smoothly are essential to the success and efficiency of the facility. The following information relates to facilities and procedures at the main port.
- 4.1.2 Facilities provided by small businesses and recreational facilities in the port and harbour are briefly described in **Chapter 7**.

4.2 Port Waste Reception & Storage Facilities & Services

- 4.2.1 Port waste reception facilities within Portland Port are delivered to the vessel at the berth on a case by case basis. See **Figure 1a** which includes locations of berths and anchorages.
- 4.2.2 **Table 4a** includes details of port waste reception facilities can be made available at berths.

Table 4a. Port Waste Reception and Storage Facilities

1. Skips:

- uncovered skips for general non-hazardous waste
- covered skips and wheelie bins for non-hazardous, hazardous waste and Category 1 International Catering Waste (see Table 2h for definition)
- size options – Skips: medium (6.1 yrd), large (10 yrd) and Ro-Ro Bins (extra large)
Wheelie Bins Small (240 l), Large (1100 l)
- services include supply, removal and exchange
- delivered to all berths
- medium skips can be arranged to all alongside vessels subject to harbour master's approval
- for vessels 50m or less in length overall, a small skip can be made available
- reception facilities for non-hazardous and hazardous waste can be made available
- mandatory skip - medium (6.1 yrd) uncovered skips for general non-hazardous waste and provided to all ships at berth

2. Road tankers:

- delivered to all berths
- each tanker is a standard size of 25 cubic metres capacity
- reception facilities for **non-hazardous** and **hazardous** waste can be made available
- oil/water mix reception facilities are present on site.

4.3 Port Waste Handling Facilities

4.3.1 A **dry waste handling facility** is located off Incline Road at East Weares as follows:

- managed by local waste contractor
- handling of non-hazardous port generated waste and hazardous waste subject to the compliance with legislation
- waste is sorted on-site for re-use, recycling or landfill

4.3.2 An **oil/water mix waste handling facility** is located off Incline Road at East Weares as follows:

- managed by local waste contractor
- handling and separation of mixed oil/water MARPOL/port generated waste
- Disposal of separated aqueous waste through a trade effluent licence

4.3.3 A **shipborne oil/water mix waste handling facility** operates from bunker barges based in Portland Port: as follows:

- Operating on an appropriately coded vessel with approved management plans and risk assessments
- handling of mixed oil/water MARPOL/port generated waste

4.4 Waste Transfer, Treatment & Disposal

Non-Hazardous

4.4.1 Non Hazardous dry waste:

- waste is sorted for re-use and recycling is collected or delivered according to requirements
- any waste that cannot be reused or recycling is transported by waste contractor for disposal at an appropriately licenced disposal facility

4.4.2 Non-hazardous liquid waste is transported to an appropriately licenced disposal facility.

Hazardous

4.4.3 Hazardous dry and liquid waste is transported and disposed of in accordance with the relevant legislation and to appropriately licensed facilities.

4.5 Legal aspects of reception facilities and contractors

Regulators/ exemptions on land

4.5.1 PHAL are covered by Schedules 2 and 3 of 'The Environmental Permitting (England & Wales) Regulations 2010'. These schedules relate to exempt facilities the definitions of which is included in Articles 4 and 5 of the Regulations.

4.5.2 Of particular relevance is Chapter 5 of the regulations 'storage of waste other than at the place of production pending its recovery or reuse' which is referred to under Part 1 'exempt waste operations: descriptions and conditions (specific and general)'. This refers to storage of waste in secure containers and storage of waste in a secure place. Details of waste codes, types and storage limits are tabulated, and specific conditions associated with waste types are provided.

Regulators/ exemptions at sea

4.5.3 Exemptions are also available for handling of waste at anchor. This is regulated by MCA. It becomes regulated by the Environment Agency when it comes ashore.

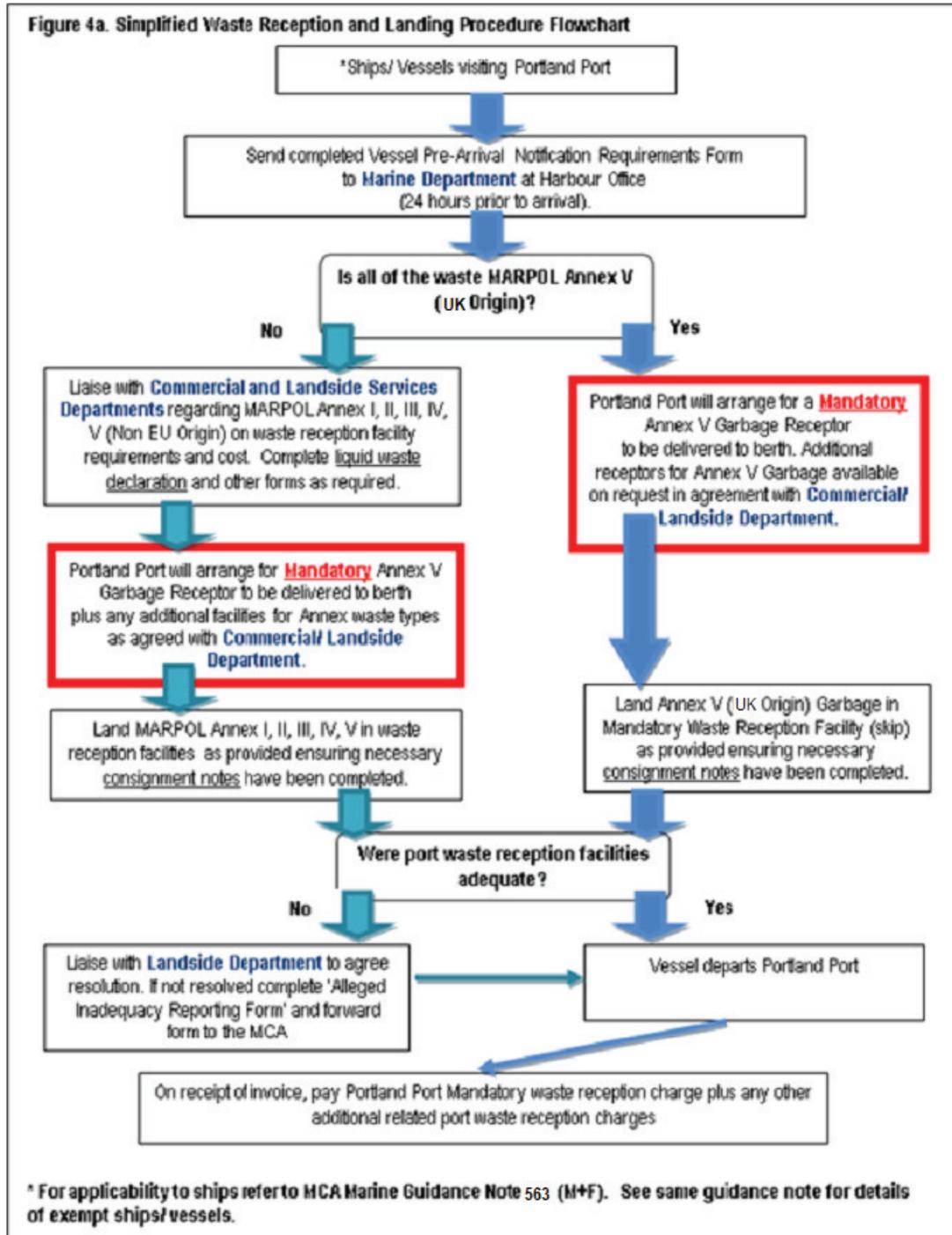
4.6 Additional Considerations

4.6.1 PHAL has considered how best to locate its port waste reception facilities to ensure that there is no disincentive to their use. In determining the most suitable locations the following factors have been taken into consideration:

- Access – The route to / from port waste reception facilities shall be clear from obstructions to ensure safe access for ships crews and waste contractors. They shall be located on the perimeter of operational areas.
- Distance from berth / vessels – A shorter a distance as possible between the vessel and the port waste reception facility is preferred.
- Signage – the port waste reception facility is to be clearly marked to enable persons to find them.
- Lighting – The port waste reception facility to be located near lighting to enable night time use.

4.7 Roles, Responsibilities, Contact points and the Operators and Communication and Operational Procedures for waste reception facilities

4.7.1 Figure 4a below is a simplified waste reception and landing procedure flowchart.



4.7.2 Table 4b below is a summary of the roles, responsibilities, contact points and the operators and communication and operational procedures for provision of waste reception facilities and their handling and disposal.

Table 4b. Summary of the roles, responsibilities, contact points and the operators and communication and operational procedures for provision of waste reception facilities and their handling and disposal

Department	Action
<p>Master / agent (except stated exempted craft where evidence provided)</p>	<ul style="list-style-type: none"> • notify PHAL 24 hours in advance of ship arrival. The following scenarios are applicable: <ul style="list-style-type: none"> ○ ship/agent contacts commercial ○ ship/agent contacts marine ○ Portland Bunkers UK Ltd (fuel bunkering operator) provides schedule of arrivals to ships • provides information to PHAL in accordance with vessel pre-arrival notification requirements (see Annex 4ai and Annex 4aii) including statutory waste declaration requirements and provides to PHAL Marine. • Statutory waste information requirements include information on the type of waste to be delivered, dedicated storage capacity, amount to be retained onboard, the port / terminal at which the remaining waste will be delivered and the estimated amount of waste to be generated between notification and the next port of call. • also confirms dry waste requirements and completes 'liquid waste declaration form' (see Annex 4b) and provides to Commercial department. • provides details of waste type and characteristics as required • providing appropriate testing certificates for waste • advising if the port waste reception facilities are not suitable for accepting his waste. • delivers prescribed waste from ship to the appropriate port waste reception facility.
<p>PHAL Marine</p>	<ul style="list-style-type: none"> • maintains direct liaison with MCA in reporting information requirements and ensuring the waste management plan is maintained in accordance with the legislation. • advises ship of standard procedures for port and provides the necessary vessel pre-arrival prior notification forms for the ship/ agent to complete • ensuring all arriving vessels are made aware of the waste reception facilities available (details included in vessel pre-arrival prior notification forms). • for completing the annual returns and sending these to the MCA. • updates the 'Movements Listing' on a regular basis which is available to all departments. • ensure relevant information/data is collected in advance of ship leaving berth and forwards to the Maritime Coastguard Agency (MCA). • in cases where ships do not come to berth and no facilities are required e.g. fuel bunkering, the relevant waste data is still collected by PHAL Marine Department.

<p>PHAL Commercial</p>	<ul style="list-style-type: none"> • obtaining details of the vessels waste requirements and providing quote for receipt, handling and disposal. This is often limited in that only a rate can be provided. • checking invoices in accordance with quotations prior to sending to ships/ agents • including mandatory skip - medium (8 yrd) uncovered skips for general non-hazardous waste in quotation • liaises with liquid waste contractor(s) and provides quote to ship for its waste requirements which is then confirmed by Master/ Agent (in general a volume/ quantity rate is quoted in the absence of details of actual volumes/ quantities) • confirms to landside services, waste reception facility requirements
<p>PHAL Landside Services</p>	<ul style="list-style-type: none"> • delivery of the port waste management facilities in accordance with the requirements of this plan • receives liquid waste declaration form confirming liquid waste requirements • ensures the above is checked by waste contractor • in cases of the RFA Fleet 'SRF' (Service Request Form) are provided. • notifies and manages waste contractor(s) on waste reception facility/ requirements as appropriate. • arranges delivery of suitable port waste reception facility to appropriate berth • arranges for all port waste reception facilities to be emptied as required, • Catering Wastes are exchanged on a schedule. All other wastes are exchanged upon request. • administration associated with statutory consignment notes (as required by MCA and EA). • invoice vessel or agent, exemptions allowing • appointing and managing the waste contractor(s) required to receive, handle and dispose of ship generated waste • receiving, handling and disposal of certain types of waste • checking the waste declarations prior to receiving waste • the liquid waste destined for tanks is checked by liquid waste contractor • undertaking the necessary administration and reporting requirements associated with those certain types of waste • ensuring waste reception facilities are adequate • completing the invoicing pro-forma's following confirmation by waste contractors regarding volumes handled • ensuring they have received suitable receipt from PHAL Landside Services Department and/or Waste Contractor as required to satisfy garbage management plan/ MARPOL requirements. • In any circumstances where an alleged inadequacy liaison is necessary between the ship or agent and the Landside Services. This is further discussed in Chapter 6.
<p>Nominated Waste Contractor</p>	<ul style="list-style-type: none"> • receiving, handling and disposal of all waste in accordance with contract • undertaking the necessary testing, reporting and administrative requirements associated with their legal and contractual requirements. • checking the waste declarations prior to receiving waste

	<ul style="list-style-type: none"> on notification Waste Contractor(s) actions the provision of reception facilities, collects, handles and transports waste to its appropriate storage, handling or disposal facility.
PHAL Environmental	<ul style="list-style-type: none"> waste auditing, monitoring and reporting providing waste guidance and advice

4.8 Contact Directory

4.8.1 A contact directory is included at **Annex 4c**. This also included details of authorities that have statutory responsibilities in relation to waste.

4.9 Administration Procedures for waste reception facilities - General

4.9.1 The handling of waste requires a strict administrative procedure to be followed. This requires that all parties complete the necessary 'waste transfer and handling consignment notes'. There are four administrative procedures the port need to consider in the handling of waste:

1. Non-hazardous waste (standard consignment notes)
 - Dry
 - Liquid
2. Hazardous waste (EA Consignment Notes Required)
 - Dry
 - Liquid
3. Category 1 International Catering Waste (non-hazardous but has special requirements) (Dry Waste)
4. Biofoul waste from reclaim hull cleaning (Dry Waste)

4.10 Non- Hazardous Waste - Administrative Procedures

4.10.1 Consignment notes are available from the dry and liquid waste contractors which meet the current legislative requirements.

4.10.2 Records are maintained by the Landside Service department.

4.11 Hazardous Waste - Special Administrative Procedures

4.11.1 Special administrative procedures relating to hazardous waste are described in **Table 4c** below. There are different procedures that apply depending on where the receptor facility is located.

Table 4c. Special administrative procedures relating to hazardous waste

Activity	Procedure
<p>Removal of Ships' Wastes to Reception Facilities</p> <p>(This procedure applies where hazardous waste is removed from a ship (including excesses or spillage from loading or unloading, which has been accidentally spilled on land adjacent to the ship) in a harbour area:</p> <p>a) to reception facilities provided within that harbour area; or b) by pipeline to any such facilities provided outside a harbour area.)</p>	<p>Before the waste is removed from the ship the master of the ship shall:</p> <p>a) prepare two copies of the consignment note; b) complete Parts A, B and D on each copy; c) retain one copy; and d) give one copy to the operator of the facilities.</p> <p>On receiving and accepting delivery of a consignment of hazardous waste the operator of the facilities shall complete Part E on the copy which he has received.</p>
<p>Removal of Ships' Wastes other than to Reception Facilities</p> <p>(This procedure applies where hazardous waste is removed from a ship in a Harbour area other than in a case to which the above applies.)</p>	<p>Before the waste is removed from the ship the master of the ship shall:</p> <p>a) the master of the ship shall:</p> <ul style="list-style-type: none"> • prepare three copies of the consignment note; • complete Parts A and B on each copy; and • give every copy to the carrier. <p>b) the carrier shall complete Part C on each copy;</p> <p>c) the master of the ship shall:</p> <ul style="list-style-type: none"> • complete Part D on each copy; • retain one copy; and • give every remaining copy to the carrier; <p>d) the carrier shall ensure that every copy which has been received:</p> <ul style="list-style-type: none"> • accompanies the consignment; and • is given to the consignee on delivery of the consignment. <p>On receiving and accepting delivery of the consignment the consignee shall:</p> <p>e) complete Part E on both copies; and f) give one copy to the carrier.</p>

4.11.2 Records are maintained by the Landside Service department.

4.12 Category 1 - International Catering Waste - Special Administrative and Operational Procedures

4.12.1 Special administrative and operational procedures relating to International Catering Waste is summarized in **Table 4d**.

Table 4d. Special administrative and operational procedures relating to International Catering Waste.

Activity	Procedure
<p>International catering waste (any food or food waste (or indeed packaging or utensils with food residue) from a vessel that travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK, Channel Islands and Isle of Man.</p>	<p>International Catering Waste must be:</p> <ul style="list-style-type: none"> • kept separate and identifiable. • Double Bagged in transparent bags • During collection a dedicated skip or container must be used. • The skip or container should be clearly identified as containing 'Category 1 By-Product for Disposal Only'. • transferred to the disposal site by a transporter registered with the Animal and Plant Health Agency to transport Animal By-products and with the Environment Agency as a waste carrier. <p>When dispatched from Portland Port International Catering Waste must be accompanied by a Commercial Document.</p> <p>The Commercial Document must include the following information:</p> <ul style="list-style-type: none"> • Date of dispatch • Description of material, including the category • Quantity • Place of origin of the material • Name and address of carrier • Name and address of receiver <p>So that an auditable chain of disposal can be established, the Commercial Document must be:</p> <ul style="list-style-type: none"> • produced in triplicate, • the original must accompany the consignment and be retained by the receiver, • the waste originator should retain a copy and • the carrier retains the other copy <p>A copy of the Commercial Document must be retained for at least two years and can act as the record required by the legislation.</p>

4.12.2 Records are maintained by our Dry Waste Contractor overseen by Landside Services department.

4.12.3 International Catering Waste handling is conducted in accordance with standard operating procedures approved by the APHA

4.13 Biofouling Waste arising from Hull Cleaning from which waste is captured.

4.13.1 Special administrative and operational procedures relating to Hull Cleaning Waste is summarized in **Table 4e**.

Table 4e. Special administrative and operational procedures relating to Hull Cleaning Waste.

Activity	Procedure
<p>Biofouling Waste arising from in-water cleaning from which waste is captured.</p>	<p>Waste from in-water cleaning must be</p> <ul style="list-style-type: none"> • Declared either non-hazardous or hazardous (Annex 4d) • If hazardous test results indicating the hazardous elements must be provided to the waste contractor. • kept separate and identifiable. • Double Bagged in transparent bags • During collection a dedicated skip or container must be used. <p>..</p>

4.13.2 Records are maintained by our Dry Waste Contractor overseen by Landside Services department.

4.14 Wood Packaging Material and Loose Dunnage

4.14.1 There is a risk that imported wood packaging material (WPM) and loose dunnage associated with all kinds of goods could be the means of introducing a wide range of forestry pest and diseases into the UK. All WPM must be compliant with ICPM15 (International Standards for Phytosanitary Measures No. 15)

4.14.2 The port does not typically receive cargos requiring dunnage or WPM, however if cargos with such material are received the procedure outlined in **Table 4f**

Table 4f. Special administrative and operational procedures relating to Hull Cleaning Waste.

Activity	Procedure
<p>Disposal of imported WPM or loose dunnage</p>	<p>Any WPM or dunnage must be shown to be compliant with ICMP15. If no evidence is presented a plant health inspector will be contacted to make an assessment.</p> <p>WPM and Dunnage compliant with ICMP15 may be disposed of in general waste skips.</p> <p>If found to be non-compliant with ICMP15 disposal must be arranged with the landside services department</p>

4.15 Obtaining 'Garbage' (also know as 'General Waste') Receipts

- 4.15.1 Regulation 9 of Annex 5 of MARPOL 73/78 states that amongst other things, every ship of 400 tonnes gross or above and every ship authorised to carry 15 passengers or more shall carry a Garbage Management Plan and maintain a Garbage Record Book. In relation to this the Master of these vessels should obtain from the operator of the port waste reception facilities receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipt or certificates must be kept on board the ship for two years.
- 4.15.2 These receipts are the same as those described in **4.10 to 4.12** inclusive and will be provided to the ship master by the waste contractor except where waste is handled by the port directly where the port will provide a receipt.

5 The Charging System

5.1 Mandatory Waste Charges

- 5.1.1 All vessels calling at berth at Portland Port shall pay a mandatory 'environment charge' for waste reception facilities. The mandatory charge (see **Table 5a** below) is per vessel per berth and levied for the provision of dry waste reception. It inclusive of first open 'General (non-hazardous) Waste' (also known as 'Garbage') facility. The skip is medium size 8 cubic metres volume.
- 5.1.2 This is in accordance with the 'Port Waste Reception Facilities' Regulations 2003, as amended and is applied irrespective of whether the port waste reception facilities are used or not.

5.2 Waste where 'price on application' is relevant and standard charges for legal documentation

- 5.2.1 All waste reception facility requirements over and above the mandatory waste charge will be subject to a 'price on application' however refer to **Table 5a** below and the Port Tariff. A standard charge is also levied for legal documentation associated with the transfer and disposal of waste.
- 5.2.2 For indicative purposes only, charges for waste receptions facilities are summarised in **Table 5a** below. Further information on fees and charges can be found in the Portland Port Tariffs document (<http://www.portland-port.co.uk/tariff+terms+and+conditions>)

Table 5a. Summary of charges associated with waste reception facilities.

Category	Waste Contractor	Charge
Annex I Waste Oils	Under the scope of: our appointed liquid waste contractor.	Price on application - cost will vary depending on the quantity/ volume/ type/ content of waste.
Annex II Noxious Liquid Substances in Bulk -	Under the scope of the appointed liquid waste contractor.	Price on application - cost will vary depending on the quantity/ volume/ types/ content of noxious liquid.
Annex III – Harmful Substances in Packaged Form	N/a	N/a
Annex IV Sewage -	Under the scope of the appointed liquid waste contractor.	Price on application - cost will vary depending quantity/ volume/ type/ content of waste.
Annex V Garbage	Under the scope of the appointed dry waste contractor.	<p>Price on application - cost will vary depending on the quantity/ volume/ type/ content of waste.</p> <p>DRY WASTE TYPICAL 24/hr CHARGES</p> <p>Mandatory Skip</p> <ul style="list-style-type: none"> £285 - One single open (6 yard or 4.66m³ capacity) unit for general waste only. <p>These fees include an initial 500 kg of waste, anything above this limit will be charged at £0.45/kg</p> <p>Non General Waste Skip</p> <ul style="list-style-type: none"> POA/ Hazardous Waste Skip £430/ Food Waste Skip (up to 1000kg then £0.45/kg thereafter) £45/1100 Litre Food Wheelie Bin £650/ International Catering Waste Skip (up to 1000kg then £0.65/kg thereafter) £POA/ Hull Cleaning Waste (Non-hazardous) <p>Special waste disposal e.g., medical, radioactive, chemical, hazardous etc. Price on application</p> <p>Documentation/ consignment note - £30/ per occasion</p>

Note:

1. a mandatory skip (1 x open medium unit (6 yard or 4.66 m³ capacity) general waste/ garbage skip (excluding Food Waste and Hazardous Waste) will be provided to all non-exempt vessels/ ships.
2. additional waste facility requirements will be agreed separately.
3. the same requirements and charges will apply to non-exempt vessels unless they can provide the correct legal documentation confirming their exempt status. A price on application charging scheme will then apply.
4. all current charges relating to port waste management are published in the Standard Port Tariff and therefore the costs included within this document are only provided as an indication.
5. costs vary depending upon the specialist contractor and the specific type and volume of waste.
6. the Standard Port Tariff operates and remains in force for 1 calendar year running from the 1st January to the 31st December of each calendar year and is subject to an annual review.
7. Portland Port reserves the right to add to, vary, or alter, its port tariff and charges at any time and will advise port users of any changes or additions to the tariff in writing as soon as they are made.
8. the Standard Port Tariff and any changes are available to view at www.portland-port.co.uk
9. the waste charge necessarily includes the costs of the setting up, operating, maintaining and administering of the waste reception facility, and receiving, handling and disposal of the waste from ships. The charge is calculated to recoup 100% of these costs.
10. the mandatory waste charge will not cover any costs associated with the disposal of MARPOL Annex I Oily Waste, II Hazardous Substances and IV Sewage or other waste disposed of via 'direct contract' arrangements. These are separate costs to be negotiated and paid by the ship or agent.
11. Normal operating hours between 0800 and 1700 hrs Monday to Friday and excluding bank holidays. Out of Normal hours includes between 1700 and 0800 hrs, weekends and bank holidays.
12. At least 24 hours notice required in all instances. Special arrangements can be made however this is likely to incur additional costs.
13. For both alongside services and services at anchor refer to Port Tariff.

5.3 Special arrangements for certain smaller vessels

- 5.3.1 For certain smaller vessels (i.e. less than 50 metres LOA) that are not exempt from the regulations, special arrangements can be made and a reduced mandatory charge will be applied accordingly.

5.4 Port's waste charging policy

- 5.4.1 It is the port's policy to recover the costs incurred in the provision of port waste reception facilities for vessels. This environment charge is regularly reviewed to take account of actual costs of the administrative, management and operational aspects of the provision of waste reception facilities and handling and disposal of waste.

5.5 Ship's exempt from mandatory charge

- 5.5.1 For those ships that are exempt from the mandatory charge it will be for the ship's agent to provide the relevant certificates to PHAL's satisfaction prior to arrival at the port.

6 Consultation, Reporting and Review

6.1 Ongoing informal consultations

- 6.1.1 To provide a continuing effective Port Waste Management Plan an ongoing consultation process is in place with Harbour users to best assess and understand their requirements for Port Waste Management.
- 6.1.2 Good facilities, at the right price, can only be provided if there is a full and constructive dialogue between PHAL and Harbour users as to what facilities should be provided to meet their normal needs for disposing of all types and quantities of waste, and for any special requirements.
- 6.1.3 Consultation has been undertaken using methods such as letters, emails and informal discussions. The subjects discussed include:
- Port Waste Management Plan
 - The requirements of all current legislation affecting Port Waste Management
 - Location and ease of use of reception facilities
 - Cost of facilities
 - Prior notification of waste to be landed
 - Record keeping
 - Promulgation of information
- 6.1.4 The consultation process is a continuous process undertaken by PHAL generally on an individual basis or through more formal gatherings such as the Portland Harbour Consultative Committee that convenes quarterly.

6.2 Formal consultation

- 6.2.1 Under the Port Waste Facilities Regulations a triennial review of the Port Waste Management Plan is required. Consultation shall therefore take place with regulatory bodies at this interval or at shorter intervals if any significant changes take place.
- 6.2.2 Consultation has therefore taken place with the following organisations:
- Maritime & Coastguard Agency
 - Environment Agency
 - Local Planning Authority
 - Port Health Authority
 - DEFRA (Animal Health)
 - Natural England
 - Terminal Operators
 - Portland Marina
 - Weymouth & Portland National Sailing Academy (WPNSA)
 - Local Sailing/ Yacht Clubs
 - Ships' Agents
 - Ship Repair Yards
- 6.2.3 An example of the generic covering letter is included at **Annex 6a**.

6.3 Methods of recording actual use of the waste reception facilities and recording the amounts of prescribed wastes received

6.3.1 The marine department maintain records in accordance with requirements from the MCA.

6.3.2 Consignment notes are retained by the Landside Services Department and are a further means for monitoring actual use of the waste reception facilities and the amount of prescribed wastes received.

6.4 Reporting & Annual Returns to MCA

6.4.1 PHAL Marine Department are responsible for forwarding annual returns to the Maritime and Coastguard Agency collating the following information:

- The amounts of each type of waste actually received in the port
- The amounts of each type of waste which should be received in the port from prior notification
- The amounts of each type of waste stored by ships for reception elsewhere

6.4.2 This information is submitted by the end of April each year. All information is kept on file for at least one year.

6.4.3 This information enables PHAL to review its Port Waste Management Plan and allow changes in the demand for port waste reception facilities to be monitored.

6.5 Reporting & Annual Returns to other organisation

6.5.1 The Animal and Plant Health Agency will undertake a 6 monthly audit Portland Port and its dry waste contractor are complaint with the international catering waste requirements

6.6 Review

6.6.1 The Port Waste Management Plan is monitored on a regular basis to assess the effectiveness of the Plan's operation.

6.6.2 Under the regulations there must be formal reassessment of this Plan every three years and the revised plan must be submitted to MCA for approval. The monitoring offers a means of checking whether this plan needs to be update ahead of this formal requirement.

6.6.3 The Harbour Master co-ordinates theses revisions in association with the Environmental Manager and Landside Services Department.

6.6.4 In reviewing the plan consideration shall be given to:

- Compliance with new legislation
- Continuous feedback from consultation
- Changes in type and volume of traffic using the port
- Proper collection of information of the types and quantities of waste landed against notification information. Record keeping enabling annual returns to be made to the MCA.

6.7 Communication

6.7.1 A number of methods are used to promulgate information concerning port waste reception facilities and waste management procedures to ensure all port users are aware of their requirements. The various methods include:

- Plan is uploaded to the Harbour Authority Website
- Informing ships' agent and ship masters during the quotation phase before the ship enters the port
- Direct representation by Pilots to Masters
- Circulation of the Port Waste Management Plan as appropriate
- Local Notice to Mariners

6.8 Reporting of alleged inadequacies

- 6.8.1 PHAL must provide adequate port waste reception facilities to receive the types of waste from vessels normally using the port.
- 6.8.2 When possible, the Master of a vessel faced with a lack of reception facilities shall in the first instance bring the alleged inadequacies to the attention of the Landside Services Manager, Portland Port, who will investigate the complaint and rectify any deficiency. If the problem persists and is not resolved at the time to the Masters satisfaction the Landside Services Manager, Portland Port shall address the non conformance within the scope of the quality management system.
- 6.8.3 If the problem persists and is not resolved at the time to the Master's satisfaction then for UK flagged vessels the Alleged Inadequacies of 'Port Waste Reception Facility Form' as set out in the **Annex 6b** should be completed by the Master, ship owner or agent and sent / faxed to the MCA at the following address:

PWR Inadequacies
Environmental Quality Branch
Maritime & Coastguard Agency
Spring Place,
105 Commercial Road
Southampton
SO15 1EG

Fax: 023 8032 9204

- 6.8.4 The MCA will investigate the report and where, in its opinion the allegation of inadequate facilities is justified it will:
- In non-UK ports / terminals inform the port state of the alleged inadequacy and also notify the IMO Secretariat.
 - In UK ports / terminals, by reference to the respective approved port waste management plan take up the matter of the alleged inadequacy directly with the port / terminal concerned and notify the European Commission.
- 6.8.5 Non UK flagged vessels should contact their flag state to raise with the IMO

7 Small Vessel/ Craft Facilities

7.1 Overview

7.1.1 Although primarily intended to provide information to ocean going vessels using Portland Harbour, the port waste management plan recognises the requirement to provide similar information to the many small boats and craft using Portland Harbour either as a permanent base or as visitors.

7.2 Small Craft Reception Facilities

7.2.1 Facilities exist at many of the boat clubs both for members and visiting craft. All craft owners are encouraged to dispose of their waste in a sensible manner. It is the responsibility of each individual organisation to ensure that all craft, including visitors are informed of the waste facilities available and the position of such facilities.

7.2.2 **Table 7a** includes details of small craft waste reception facilities in Portland Harbour

Table 7a Details of small vessel/ craft waste reception facilities in Portland Port and Harbour.

Organisation	MARPOL Annex						Hazardous	Recycle
	I Oil	II Noxious Liquids	III Harmful Substances in packaged form	IV Sewage	V Garbage (excluding ICW)	V ICW		
Clarks Boatyard	x	x	n/a	x	✓	x	✓	x
Portland Marina	✓	x	n/a	✓	✓	✓	x	✓
WPNSA	x	x	n/a	x	✓	x	x	✓
Castle Cove Sailing Club	x	x	n/a	x	✓	x	x	x
Ferrybridge site	x	x	n/a	x	✓	x	x	✓

7.3 Portland Marina

7.3.1 A copy of the Marine Waste Management Plan for Boat Folk's 'Portland Marina' is included at **Annex 7a**.



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8 Summary & Conclusion

8.1 Introduction

- 8.1.1 This document has been prepared in accordance with the requirements of the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003, amended 2009 and 2016 and relates primarily to port waste reception facilities available at Portland Port.
- 8.1.2 These Regulations require that every harbour authority and terminal operator shall provide waste reception facilities **adequate** to meet the needs of ships normally using the harbour or terminal in question without causing undue delay to ships. “Adequate” is defined to mean “capable of receiving the types and quantities of **prescribed wastes** from ships normally using that harbour or terminal taking into account the operational needs of the users of the harbour or terminal, its size and geographical location, the types of ships calling there”. Definitions are further discussed in Chapter 2.
- 8.1.3 Portland Harbour Authority Limited objectives in relation to waste management practice are to:
- comply with all legislation pertaining to port waste management.
 - provide an efficient waste management service to vessels visiting the port so that they can at least **adequately dispose of prescribed waste**.
 - provide advice and guidance to ship agents and masters on the port waste management facilities and waste management operation in such a way that the facilities are utilised in a proper manner.
 - encourage reuse or recycle waste wherever practical
 - engage with stakeholders with the aim of training, educating, raising awareness and improving on waste management practice at the port and within Portland Harbour Authority Jurisdiction
- 8.1.4 Portland Harbour Authority can provide reception facilities for the following types of waste:
- **MARPOL Annex I (Oil)** – dirty ballast water; tank washings (oily slops); oily mixtures containing chemicals; scale and sludge from tank cleaning operations; oily bilge water; sludge from purification of fuel oil and other.
 - **MARPOL Annex II (Noxious Liquid Substances in Bulk)** – noxious liquid substances - in general generated from the cleaning of tanks (cargo residues)
 - **MARPOL Annex III (Harmful Substances in Packaged Form)**
 - **MARPOL Annex IV (Sewage from Ships)** – e.g. drainage and other wastes from any form of toilet and urinals; drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises; drainage from spaces containing living animals; or other waste waters when mixed with drainages defined above.
 - **MARPOL Annex V (Garbage)** – e.g. plastic; floating dunnage, lining or packing material; ground-down paper products, rags, glass, metal, bottles, crockery etc.; cargo residues, paper products, rags, glass, metal, bottles, crockery etc.; food waste (includes - International Catering Waste); incinerator ash; other
 - **MARPOL Annex VI (Air Pollution from Ships)** – e.g. emissions, ozone depleting substances when removed from ships and exhaust gas cleaning residues.
- 8.1.5 The majority of waste received by the port is handled by the on site waste contractor, responsible for the handling of waste with responsibilities for both 'dry' waste and 'liquid' waste. A procedure is also included in chapter 2 for characterisation of waste and assessment of whether or not it is non-hazardous or hazardous. Information on waste reception facilities in the harbour for small craft is also included.

8.2 Summary

- 8.2.1 Portland Harbour Authority Limited aim to provide the necessary advice, infrastructure and service to ships so that they can dispose of their waste in an efficient and environmentally correct manner. This plan aims to provide guidance to ships on the waste management facilities and services available.

Annexes

- Annex 2a** Further information relating to the Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (and 2009 and 2016 amendments)
- Annex 2b** Schedule 1 of the Merchant Shipping & Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (and 2009 and 2016 amendment)
- Annex 2c** MCA Marine Guidance Note MGN 563 (M+F) Amendment 1 Guidance on the merchant shipping and fishing vessels (port waste reception facilities) regulations 2003 and amendments (this note replaces MGN 253, 259, 326 and 387 and revises MGN 563)
- Annex 2d** MCA Port Waste Management Planning - A Guide to Good Practice 2003
- Annex 3a** Port Waste Reception Facility Reporting: Cost, Type & Capacity
- Annex 4a** Vessel pre-arrival notification - Requirement 4 - Port Waste Management
- Annex 4b** Oily Waste Declaration Form
- Annex 4c** Contact Directory - Portland Harbour Authority
- Annex 4d** Form 2 – In-water Cleaning Register Provider Pre-Clean Information Requirements
- Annex 6a** Evidence of Consultation
- Annex 6b** Alleged Inadequacy of Port Waste Reception Facility Reporting Form
- Annex 7a** Marine Waste Management Plan for Boatfolk's 'Portland Marina'