PORTLAND HARBOUR AUTHORITY LIMITED

PORT WASTE MANAGEMENT PLAN

Issued January 2008

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(1.0) Introduction


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.

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.

Portland Harbour Authority Limited is the statutory authority for Portland Harbour.

(1.1) Requirements for Port Waste Management Plans

The Port Waste Management Plan shall cover all types of prescribed waste originating from ships normally visiting Portland Harbour and shall be developed according to the size and the types of ship calling at Portland Harbour.

The Port Waste Management Plan shall address the following elements:

- An assessment of the need for waste reception facilities, in the light of the need of the ships normally visiting the harbour or terminal.
- A description of the type and capacity of waste reception facilities.
- A detailed description of the procedures for the reception and collection of prescribed wastes.
- A description of the charging system.
- Procedures for reporting alleged inadequacies of waste reception facilities.
- Procedures for on-going consultations with persons using the harbour or terminal, waste contractors and other interested parties.
- The type and quantity of prescribed wastes received and handled.

The Port Waste Management Plan shall also include:

- A summary of relevant legislation and formalities for delivery.
- Identification of a person or persons to be responsible for the implementation of the waste management plan.
- A description of pre-treatment equipment and processes in the harbour or terminal, if any.
- A description of methods of recording actual use of the waste reception facilities.
- A description of methods of recording the amounts of prescribed wastes received.
- A description of how the prescribed wastes are disposed of.
The Port Waste Management Plan shall provide for the following information to be made available to persons using Portland Harbour:

- Brief reference to fundamental importance of proper delivery of prescribed wastes.
- Locations of waste facilities applicable to each berth, with diagram or map.
- List of prescribed wastes normally dealt with.
- List of contact points, the operators and services offered.
- Description of procedures for delivery.
- Description of the charging system.
- Procedures for reporting alleged inadequacies of waste reception facilities.

(1.2) Aim

The aim of this plan is to provide guidance to the processes and facilities available within Portland Harbour concerning the management of ship generated waste. To this end it attempts to ensure that all ships normally using the Harbour dispose of all waste in an efficient and environmentally correct manner.

(1.3) Objectives

- To comply with all legislation pertaining to the collection and disposal of waste.
- To ensure that all vessels using Portland Harbour are able to land and dispose of waste material and to provide advice on how this must be achieved.
- That waste disposal facilities are well promoted and utilized in a proper way to minimize negative environmental effects.
- To reuse or recycle waste where ever possible.
- To promote education and awareness of waste management practices.

This plan has been written taking in the requirements contained within the following:

- Marine Guidance Note (MGN) – 259 – Exemptions from Reception Facilities.
- The Merchant Shipping (Prevention of Pollution by Garbage Regulations 1998).
- MARPOL 73/78.
(1.4) Responsibilities

The ‘Master and or agent’ of the vessel is responsible for informing Portland Harbour Authority 24 hours prior to arrival of the type and amount of waste that he intends to land while in Portland Port, and of advising if the port waste reception facilities are not suitable for accepting his waste.

The ‘Harbour Master’ Portland Harbour Authority is responsible for the overall co-ordination of the Port Waste Management Plan and is responsible for ensuring all arriving vessels are made aware of the waste reception facilities available.

The ‘Operations Manager’ Portland Port is responsible for the implementation of the Port Waste Management Plan and is responsible for arranging adequate waste reception facilities requested by vessels arriving in Portland Port.

(1.5) Definitions

'Ship' means a sea going vessel of any type whatsoever operating in the marine environment beyond the limits of categories A & B as categorised in Merchant Shipping Notice (MSN) 1776 (M).

'Cargo residues' means the remnants of any cargo material on board in cargo holds or tanks that remain after unloading procedures and cleaning operations are completed.

'Noxious liquid substance' means either a substance listed as such in MEPC Circular 2/CIR1 or a Category A, B, C or D substance but does not include cargo residues.

'Oil' means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

'Oily mixture' means a mixture with any oil component.

'Operational waste' means all cargo associated waste and maintenance waste and for this purpose, 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, cardboard, wire and steel strapping.

'Owner' means the owner, charterer, manager or operator of the ship.

'Passenger' means any person carried in a ship except a person employed or engaged in any capacity on board the ship on the business of the ship.

'Prescribed waste' means any waste of the following description:

- Cargo residues.
- Noxious liquid substances.
- Ship generated waste.
'Recreational craft' means a ship of any type regardless of means of propulsion that is intended for sports or leisure purposes.

'Ship generated waste' means all wastes and residues that are generated during the service of a ship and which fall within the definitions of garbage, oil, oily mixtures but does not include cargo residues.

'Garbage' means all kinds of victual, domestic and operational waste generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except sewage.

'Special area' any area defined by the Secretary of State in a Merchant Shipping Notice, which he declares as a special area for purposes of Annex 5 to the International Convention for the Prevention of Pollution from Ships 1973/78.

It should be noted that the English Channel (bounded to the south by the parallel 48° 30' N from France and westward to meridian 5° W) and including all of the Solent is classified as a Special Area.

'Hazardous waste' a controlled waste displaying the hazardous properties listed in the Hazardous Waste (England and Wales) Regulations 2005. This may include waste with explosive, flammable, oxidizing, irritant, harmful, toxic, carcinogenic, corrosive, infectious, teratogenic, mutagenic and ecotoxic properties.
(2.0) Legislation

(2.1) MARPOL Regulations


MARPOL Regulations Relating To Reception Facilities

<table>
<thead>
<tr>
<th>Annex I</th>
<th>Category of Waste</th>
<th>Annex in Force</th>
<th>Reception Facilities Required</th>
<th>Types of Waste for Reception</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Oil</td>
<td>✓</td>
<td>✓</td>
<td>Covers all types of wastes from the carriage of oil, as fuel, engine room slops, cargo or dirty ballast water</td>
</tr>
<tr>
<td>II</td>
<td>Noxious Liquid</td>
<td>✓</td>
<td>✓</td>
<td>Chemical Wastes derived from bulk chemical transportation including residues and mixtures containing noxious substances</td>
</tr>
<tr>
<td>III</td>
<td>Harmful substances carried by sea in packaged form</td>
<td>✓</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>IV</td>
<td>Sewage</td>
<td>✓</td>
<td>✓</td>
<td>Raw sewage should be retained in holding tanks for disposal in port or outside 12nm. Partially treated sewage retained in holding tanks for disposal in port or outside 4nm.</td>
</tr>
<tr>
<td>V</td>
<td>Garbage</td>
<td>✓</td>
<td>✓</td>
<td>Garbage includes domestic (food and packaging) and operational wastes (Maintenance, cargo and miscellaneous)</td>
</tr>
<tr>
<td>VI</td>
<td>Air Pollution from ships</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Obtaining Receipts

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.
(2.2) Environmental Protection Act 1990 – Duty of Care

The Environmental Protection Act 1990 imposes a duty of care on all persons in the waste management chain to take all reasonable measures to ensure that all waste is safely contained and is only transferred to authorised persons. Section 34 of the Environmental Protection Act states 'any person who imports, produces, carries, keeps, or treats, or disposes of, controlled waste, or as a broker, has control of such waste, to take all such measures applicable to him in that capacity as are reasonable in the circumstances, to prevent the escape of waste and to ensure that waste is only transferred to an authorised person'. An authorised person is a holder of a Waste Management Licence.

(2.3) Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003

These regulations apply to any terminal, marina, wharf or similar facility within a Harbour. They also apply to all ships calling at the Harbour facility.

Every Harbour Authority / terminal operator shall provide port waste reception facilities adequate to meet the needs of ships normally using the Harbour / terminal.

Adequate means capable of receiving the types / quantities of prescribed wastes from ships normally using the Harbour / terminal taking into account the operational needs of the users, its size and geographic location.

Every Harbour Authority shall prepare a port waste management plan in respect of the waste reception facilities. The plan is to be submitted to the Secretary of State for approval.

The Master of a vessel shall notify the terminal in advance of the waste aboard and the amounts to be offloaded / retained upon arrival. (Some types of vessels are exempted from this requirement.)

The Master of a ship bound for a Harbour / terminal shall complete a notice in the form set out in Annex Three to inform the terminal of these amounts.

The Master of a ship calling at a Harbour / terminal shall ensure all ship-generated waste is delivered to a port waste reception facility. He may proceed to his next port without delivering ship-generated waste if there is sufficient dedicated storage space for all of such waste that has been or will be accumulated during the intended voyage.

The Harbour Authority / terminal operator shall make charges in respect of ships to which these regulations apply. These charges are mandatory. These charges will be made whether the ship makes use of the port waste reception facility or not to attempt to provide no incentive for ships to discharge ship generated waste into the sea.
(2.4) The Merchant Shipping (Prevention of Pollution by Garbage) 1998.

These regulations apply to United Kingdom ships and other ships while they are in United Kingdom waters.

The disposal of any garbage from a ship into the sea within any Special Area is prohibited.

The disposal of food waste from a ship into the sea within any Special Area is permitted but not less than 12 miles from the nearest land.

Every ship of 12 metres or more in length shall display placards, which notify the crew of any waste disposal requirements.

Every ship of 400 GT or above and every ship, which is certified to carry 15 persons or more, shall carry a garbage management plan documenting waste handling procedures. See Merchant Shipping Notice MSM 1720. In addition, such vessels shall carry a garbage record book. This record book shall record all details of garbage discharge and description/amount etc. Inspection of Garbage Record Books may be required. Under Section 17 of these Regulations (Power to Detain) the Harbour Master has the power to detain a ship from sailing under certain circumstances.

(2.5) The Hazardous Waste (England and Wales) Regulations 2005 (SI 2005/894)

Implements the European Hazardous Waste Directive 91/689/EEC. These regulations replace the Special Waste Regulations 1996. Extra care with the disposal of this Hazardous Waste is required. The main aim of the regulation is to:

- Define hazardous waste in England and Wales.
- Require producers or consignors of hazardous waste to notify (register) their premises.
- Restricts mixing and require separation of wastes where appropriate.
- Make sure that companies document the movement of hazardous waste.
- Require consignees receiving hazardous waste to keep thorough records and provide the Environment Agency with information on the disposal and recovery of hazardous waste every three months.

Regulations 39 and 40 specifically refer to the removal of waste from ships.

(2.6) Animal By Product Regulations 2005

These regulations give effect to Regulation (EC) No 1774/2002/EC. The rules for domestic controls for the production, handling and disposal of animal by-products are implemented in these Regulations. These Regulations give enforcement powers to County Councils, Unitary Authorities, Metropolitan Borough Councils and London Boroughs.
(2.7) The Products of Animal Origin (Third Country Imports) (England) Regulations (POAO)

The rules for import of animal products are implemented in these Regulations. The Regulations implements the import provisions of Regulation (EC) No 1774/2002 and gives enforcement powers to District Authorities, Unitary Authorities, London Boroughs, Metropolitan Borough Councils and Port Health Authorities.

POAO refers to EU law and gives Local Authorities the power to act in accordance with it. It does not repeat the conditions laid down in EU law. Regulation 29 of POAO implements the requirements set in Regulation (EC) No 1774/2002.

(2.8) Regulation (EC) No 1774/2002/EC

The rules for control and disposal of international catering waste are set down in this Regulation.

The Regulations differentiate between waste from food which originated within the European Union and that which originated from outside. It stipulates that there shall be different methods and disposal routes for EU and non-EU food waste and that if the two waste streams are mixed, the whole amount of waste shall be disposed of at the higher treatment level.

(2.9) Port State Control

 Provision of port waste reception facilities by port authorities is subject to Port State Control Inspection. The Maritime and Coastguard Agency (MCA) surveyors will ask Masters’ opinions of the adequacy of the facilities provided by Portland Port.
(3.0) Portland Harbour Authority Limited

Portland Harbour Authority Limited (PHAL) is the Statutory Harbour Authority for management of the harbour, navigation and conservation within port limits.

(3.1) Area of Jurisdiction

The area of jurisdiction means so much of the sea to the south of Weymouth Bay below the level of high water as is within the following imaginary straight lines:

- A line drawn east (true) from a point at Latitude 50°36.42’N, Longitude 002°26.50’W (the Nothe Point, Weymouth) to a point at Latitude 50°36.42’N, Longitude 002°23.84’W, being coterminous with the southern limit of Weymouth Harbour;

- A line drawn south (true) from that point to a point at Latitude 50°32.28’N, Longitude 002°23.84’W;

- A line drawn west (true) from that point to a point at Latitude 50°32.28’N, Longitude 002°25.45’W (the north point of Church Ope Cove); and

- A line drawn across New Channel at its entrance to East Fleet coterminous with the western side of Ferry Bridge.
(3.3) Environmental Information

Portland Harbour Authority Limited acknowledges that Portland Harbour is of national and international importance for nature conservation. This importance is reflected in the designations for the sites.

(3.4) Sites of Special Scientific Interest (SSSIs)

There are over 4,000 Sites of Special Scientific Interest (SSSIs) in England, covering around 7% of the country's land area. Over half of these sites, by area, are internationally important for their wildlife, and designated as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites. Many SSSIs are also National Nature Reserves (NNRs) or Local Nature Reserves (LNRs).

SSSIs are the country's very best wildlife and geological sites. They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

It is essential to preserve our remaining natural heritage for future generations. Wildlife and geological features are under pressure from development, pollution, climate change and unsustainable land management. SSSIs are important as they support plants and animals that find it more difficult to survive in the wider countryside. Protecting and managing SSSIs is a shared responsibility, and an investment for the benefit of future generations.

The unique and varied habitats of SSSIs have developed over hundreds of years through management practices such as grazing and forestry, and need active management to maintain their conservation interest. English Nature works with over 26,000 separate owners and land managers, who work very hard to conserve these important sites. Maintaining goodwill and building upon the enthusiasm, knowledge and interest of owners is vital to successfully manage these nationally important sites.

**Portland Harbour (SSSIs)**

The cliffs along the north-western shore of Portland Harbour are of outstanding geological importance. The site also includes maritime grassland and the intertidal shore itself.

There are outstanding sections in the Corallian (Oxfordian) rocks. The site includes the type localities for several formations including the Nothe Clay, and Nothe Grit, Bencliff Grit and the Sandsfoot Clay, and Grit: several of which are more thickly developed here than in the standard section a few miles to the east at Osmington. The section here covers much of the Oxfordian time interval from the Nothe Grit to the Passage Beds at the very top of the stage, and exposure of the Sandsfoot Clay –Ringstead Coral Bed interval surpasses even that of the type section. A key site in Jurassic stratigraphic studies.

The site contains the thickest baylei – cymodoce Zone Kimmeridge Clay in Dorset. Above a clear junction with the Corallian Beds, an eleven metre section is visible up to the Black Head Siltstone. Historically, Waagen defined the boundary between the Corallian and the Kimmeridge Beds in this section, and the site is important as the source of Rasenia, and in the subdivision of the cymodoce Zone on the basis of its faunal assemblages. An historic locality in studies of Kimmeridgian strata.
The Lower Kimmeridge Clay (baylei, cymodoce, mutabilis Zones) of Smallmouth Sands has yielded one of the most varied Kimmeridgian reptile faunas. It is the best site for forms such as the turtles (4 species) and the pterosaurs (3 species). The specimens collected include type specimens of one turtle, two pterosaurs, one sauropod, one ichthyosaur, and possibly a plesiosaur. A key site with a fauna complementing the Kimmeridge Clay vertebrate fauna of the type section in the Isle of Purbeck.

The causeway along the south western shore of the Harbour supports extensive, rich maritime grassland, similar to that in the adjacent Chesil and the Fleet SSSI. Characteristic species include sea couch Elymus pycnanthus, thrift Armeria maritima, sand sedge Carex arenaria and the local Portland spurge Euphorbia portlandica. There are also patches of saltmarsh vegetation with the uncommon shrubby seablite Suaeda vera.

3.5 Portland Harbour Sensitive Marine Area

Portland Harbour is a sheltered, enclosed water mass, and is of high scientific interest for its marine communities and species. Inside the harbour there are fully marine conditions with at times slightly elevated temperatures. The harbour experiences a double low tide. Substrata are predominantly fine mud, although there are patches of coarse sand with pebbles, platforms of pitted limestone and broken sandstone pavements. Substrata are coarser at the entrances to the harbour where there are greater tidal velocities.

The distribution of species within Portland Harbour is related to both the substratum and water movements. The sand flats and shallow waters support rich communities of algae, invertebrates and fish, including a number of uncommon species. The intertidal sediments are characterised by large numbers of the ragworm Arenicola marina and the frequently occurring anemone Cereus pedunculatus, and the nationally rare lagoon sand worm Armandia cirrosa is also present. South of Smallmouth, stones on the lower shore shelter a population of the rare seaslug Aeolidiella alderi. The hard shore sections show characteristic zonation of green and brown seaweeds with grazing gastropods. Below mean low water, tube worms Lanice conchilega, Nepthys spp and peacock worms, Sabella spp are present in large numbers and below this there is almost total cover of the red alga Ceramium spp with associated fauna such as the anemones Anthopleura balli and Aureliana heterocera.

Deeper water communities are characterised by locally abundant seapens Virgularia mirabilis and the large sea squirt Phallusia mammillata, with other associated fauna. Along the north-western shore there are beds of Zostera marina, with a rich associated fauna including corkwing wrasse, coralline alga and many invertebrates. Subtidal rocky surfaces are densely covered by a variety of foliose, filamentous and encrusting algae, with the black goby Gobius niger, snakelocks anemone Anemonia viridis, rare southern anemone Aiptasia mutabilis and the very rare black faced blenny Tripterygion atlanticum. The large assemblage of molluscs in the harbour is particularly unusual and includes a number of localised and rare species of turrids, tusk shells and bivalves.

Several southern species are found, as a result of elevated water temperatures and the south-westerly position, including a number of rarely recorded species. These include the nudibranch Aeolidiella alderi, the borrowing anemone Scolanthus callimorphys, Mediterranean polychaete Sternapsis scutata, the black faced blenny Tripterygion atlanticum and the Mediterranean red band fish Cepola rubescens.
(4.0) Consultation

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.

Good facilities, at the right price, can only be provided if there is a full and constructive dialogue between Portland Harbour Authority Limited 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.

Consultation has been undertaken using methods such as letters, emails and informal discussions. The subjects discussed include:

- 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
- Port Waste Management Plan

The consultation process is a continuous process undertaken by Portland Harbour Authority Limited generally on an individual basis or through more formal gatherings via the Portland Harbour Consultative Committee that convenes quarterly.

Under the Port Waste Facilities Regulations 2003 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.

Consultation has therefore taken place with the following organisations:

- MCA
- Environment Agency
- Local Authority
- Port Health Authority
- DEFRA
- Natural England
- Terminal Operators
- Weymouth & Portland National Sailing Academy (WPNSA)
- Local Yacht Clubs
- Ships’ Agents
- Ship Repair Yards
(5.0) Plan Review

Regulation 7 – Port Waste Reception Facilities Regulations 2003

The Port Waste Management Plan is monitored on a regular basis to assess the effectiveness of the Plan's operation. The Plan should be kept up to date. 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 Harbour Master will co-ordinate the revisions.

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.

(6.0) Annual Returns

Portland Harbour Authority shall be 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

This information will permit Portland Harbour Authority to review its Port Waste Management Plan and allow changes in the demand for port waste reception facilities to be monitored. This information will be submitted by the end of April each year. All information shall be kept on file for at least one year.
(7.0) Reception and Collection of Prescribed Waste

(7.1) Notification

Regulation 11 – Port Waste Reception Facilities Regulations 2003

A form for notification is included in the Annex. The information ships must supply to Portland Harbour Authority includes information on the type of waste to be delivered, dedicated storage capacity, amount to be retained onboard, the terminal / wharf 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.

Ships, which fail to provide the correct notification, may be targeted for inspection by the MCA.

A copy of the notification form must be kept onboard until at least the next port of call is reached and must be produced on request. The information should be sent to Portland Harbour Authority, responsible for waste management planning. This information in practice will be provided through the ship’s agent, although the obligation to notify falls on the Master of the vessel.

The ship’s agent shall retain a copy of the notification form for a period of one year to enable accurate annual returns to be made to the Maritime and Coastguard Agency.

The information must be provided at least 24 hours before the ship is due to arrive, or if the destination of Portland Port is not known until less than 24 hours before arrival, as soon as it is known. If the voyage is of less than 24 hours duration, notification must be made at the latest on departure from the previous terminal / wharf.

(7.2) Delivery of Waste

Regulation 12 – Port Waste Reception Facilities Regulations 2003

All ships must deliver all prescribed waste to the Portland Harbour Authority port waste reception facility before they leave at the Port. These are wastes that are generated during the service of the ship and consist of garbage, oily mixtures, sewage and cargo residues. The only exceptions to this are ships that have sufficient dedicated storage capacity onboard to hold the current waste and any additional waste that will be generated in the period until the ship reaches the terminal / wharf at which it proposes to deliver its waste. Masters must land waste when the foreseen production of waste onboard on the next voyage will exceed the remaining storage capacity.

The notification information supplied must demonstrate that the vessel has sufficient storage capacity and that the proposed terminal / wharf have adequate reception facilities. Where there is any cause for concern that the destination terminal / wharf has inadequate facilities, the destination is unknown or the vessel does not have sufficient capacity and could pollute during her next voyage, then a MCA surveyor may be tasked to investigate. If MCA officials believe there is a risk that waste could be disposed of at sea they may direct a vessel to deliver its waste before it leaves Portland Port.

Waste has to be estimated by volume (cubic metres).
(7.3) Procedure for the Reception and Collection of Prescribed Waste:

- Master / agent (except stated exempted craft) notify Portland Harbour Authority Limited in advance of ship arrival. The Master shall complete a notification form as set out in the Annex. It includes 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.

- Portland Port arranges delivery of suitable port waste reception facility.

- Master or his representative deliverers prescribed waste in the appropriate port waste reception facility ashore. If so required, suitable receipt obtained from Portland Port.

- Portland Port organizes collection / removal of waste from port waste reception facility as appropriate. The frequency of the collection will be for Portland Port to decide.

- The approved waste contractor disposes of waste in accordance with legislation.

- Portland Port will charge the producer of the waste ie the vessel or his agent, exemptions allowing.

- When possible, the Master of a ship faced with a lack of port waste reception facilities should bring the alleged inadequacies to the attention of the Operations Manager, Portland Port immediately. If the problem persists and is not resolved to the Masters satisfaction then the Alleged Inadequacies of Port Reception Facility form as set out in the Annex should be completed by the Master, ship owner or agent and sent / faxed to the MCA. The Operations Manager, Portland Port to address the non conformance within the scope of the quality management system.

- Portland Harbour Authority Limited provides adequate port waste reception facilities for ships visiting its berths, collects relevant data and forwards onto the MCA.
(7.4) Waste Reception and Landing Procedure Flowchart

Vessel visiting Portland Port

Send completed Waste Notification Form to Port Operations at Harbour Office (24 hours prior to arrival)

Portland Port will arrange for suitable port waste reception facilities to be delivered to the berth

Is all of the waste MARPOL Annex V (EU Origin)?

- No
  - Land MARPOL Annex I, II, III, IV, V (Non EU Origin) in waste reception facility as provided by Portland Port

- Yes
  - Land garbage in waste reception facility (skip) as provided by Portland Port

Were port waste reception facilities adequate?

- No
  - Complete Alleged Inadequacy Reporting Form and forward to the MCA

- Yes
  - Vessel departs Portland Port

On receipt of invoice, pay Portland Port compulsory waste reception charge £150 (Port Tariff 2007) plus any other additional related port waste reception charges
(7.5) Port Waste left for Collection

The temporary storage of waste consisting of garbage, including any such waste which is special waste, at the reception facilities provided in the Portland Harbour Authority Port Waste Management Plan is exempt from the requirements of Waste Management Licensing (under Schedule 3 of the Waste Management Licensing Regulations 1994), so long as:

a) the amount of garbage so stored within a Harbour area at any time does not exceed 20 cubic metres for each ship from which garbage has been landed; and
b) no garbage is so stored for more than seven days.

Similarly, the temporary storage of waste consisting of tank washings, including any such waste which is special waste, at the reception facilities provided in the Portland Harbour Authority Port Waste Management Plan is exempt from the requirements of Waste Management Licensing (under Schedule 3 of the Waste Management Licensing Regulations 1994), so long as:

a) the amount of tank washings consisting of dirty ballast so stored within a Harbour area at any time does not exceed 30% of the total deadweight of the ships from which such washings have been landed;
b) the amount of tank washings consisting of waste mixtures containing oil so stored within a harbour area at any time does not exceed 1% of the total deadweight of the ships from which such washings have been landed.

(7.6) Removal of Waste

Portland Port arranges for all port waste reception facilities to be emptied on a regular basis through an approved waste contractor. If any facility is found to be full Ships Masters should inform the Operations Manager, Portland Port who will arrange for it to be emptied.
(8.0) Port Waste Reception Facilities - Charging

Regulation 13 – Port Waste Reception Facilities Regulations 2003

The requirement in respect of charging is:

- That every Harbour Authority or terminal operator (as specified) must apply charges.

- That the charges must apply to ships using the Harbour or terminal unless exempt.

- That the charges must apply to ships irrespective of whether they make any use of the waste reception facilities.

- That the level of charges will ensure that each ship which is required to pay the charges will make a significant contribution to the costs of waste reception facilities for prescribed waste in the harbour or terminal operator (as specified).

- That the level of charges must be such that they do not provide an incentive for ships to discharge ship generated waste into the sea.

- That, in calculating charges, the Harbour Authority or terminal operator (as specified) may:
  - Take the category, type and size of the ship into account.
  - Make lower waste charges for ships whose environmental management, design, equipment and operation are such that the Master can demonstrate the ship produces reduced quantities of ship-generated waste.

- That the charges may be combined with port dues, or separate from port dues.

- That the Harbour Authority or terminal operator (as specified) must arrange for the amount of the charges, and the basis on which the charges have been calculated, to be published so that they are brought to the notice of those likely to be affected.

The aim of the charge is to cover the costs, which the Harbour Authority or terminal operator (as specified) incurs by providing waste reception facilities.

These costs will necessarily include the costs of treatment and final disposal of the waste. Included in these costs will be not only the costs of reception, treatment and disposal of the waste from ships, which are required to pay the charges, but also the cost of reception, treatment and disposal of waste from those ships exempt.

In total the charge must cover all the costs incurred by the Harbour Authority or terminal operator (as specified) in setting up, running and administering the waste reception facilities, which it provides. It should be calculated by dividing those costs by the number of vessel visits.
The charge should also equate to at least 30% of the total costs of providing all waste facilities and the disposal of all waste. The mandatory charge should therefore be at least 30% of the total cost divided between the numbers of vessels using the port.

(8.1) Mandatory Charge

A mandatory waste charge will be charged to every non-exempt vessel and will cover the costs of the provision of appropriate bins for receiving ship-generated garbage, the disposal of the waste, any necessary cleaning arrangements and administration.

The mandatory waste charge will only apply to MARPOL Annex V Garbage but not to international catering waste.

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.

The mandatory waste charge is aimed at recouping 100% of costs involved in the provision of garbage reception facilities. The charge is calculated by dividing the total cost of waste reception facilities provided, including an element of administration, by the number of non-exempt vessels visiting the port. The charge is currently set at £180.00 (Port Tariff 2008).

(8.2) Charges associated with other MARPOL Wastes

**Annex I Oily Waste** – Arrangements for oily waste reception facilities are made via the ships’ agent through Portland Port who will arrange for a waste contractor to provide the service. A direct charge is made for the collection services used, which vary according to the amount and types of oily waste landed. Typical charges would be £50 per tonne.

**Annex II Hazardous Substances** - Arrangements for hazardous substances reception facilities are made via the ships’ agent through Portland Port who will arrange for a waste contractor to provide the service. A direct charge is made for the collection services used, which vary according to the amount and types of hazardous substance landed. Charges are very substance specific and for this reason a typical charge cannot be given.

**Annex IV Sewage** - Arrangements for sewage reception facilities are made via the ships’ agent through Portland Port who will arrange for a waste contractor to provide the service. A direct charge is made for the collection services used, which vary according to the amount landed. Typical charges would be £450 per 2000 gallons.

**Annex V Garbage (Non EU Origin/International Catering Waste)** - Arrangements for international catering waste reception facilities are made via the ships’ agent through Portland Port who will arrange for a waste contractor to provide the service. A direct charge is made for the collection services used. Typical charges would be £180 per 8 yd³ skip.

All current charges relating to port waste management are published in the Port Tariff.
(9.0) Exemptions

Regulation 15 – Port Waste Reception Facilities Regulations 2003

Some vessels can apply for an exemption from some of the requirements of the Port Waste Reception Regulations. However, vessels have to prove that they are on regular, frequent and scheduled routes (such as short sea shipping and ferries) and that they are notifying, landing and paying a mandatory charge in another port (i.e. have an arrangement with a waste disposal contractor).

Workboats, pilot boats and other similar vessels that operate principally within a Harbour Authority area fall outside the scope of the requirement to notify, deliver or pay charges. Similarly, passenger vessels that operate within a Harbour Authority area but are not owned or operated on behalf of the port, and Class IV, V and VI vessels operating within Category C & D waters fall outside the regulations for notifying, landing and paying a charge for waste reception facilities, but they must lay down arrangements for waste disposal in their Domestic Safety Management Code (DSM) which is subject to approval by the MCA.

Further information on the applicability of the Regulations can be found in the Annex.

For all vessels which are exempt or otherwise not included in the Regulations, Portland Harbour Authority must still provide adequate waste reception facilities. The costs of these will be met from Harbour dues or other charges levied on the vessels in question. All port waste management charges will be clearly outlined in tariffs or agreements.

(10.0) Non-Compliance or Suspected Non-Compliance

Regulation 15 and 18 – Port Waste Reception Facilities Regulations 2003

Where possible Portland Harbour Authority faced with a vessel that has not complied with the need for notification and/or not off loaded waste as required by the Regulations, the nearest Marine Office should be informed. Such vessels may then be targeted by the Maritime and Coastguard Agency for inspection and destination ports/terminals will be warned of their non-compliance. Vessels that fail to comply with the requirements of the Regulations shall be guilty of an offence and liable on summary conviction to a fine.

Where the Harbour Master has reason to believe that the owner, manager, demise charterer or master has committed an offence under the Regulations by disposal from the ship of garbage the Harbour Master, if the disposal was into the waters of the Harbour, may detain the ship.
(11.0) Inadequate Facilities

Portland Harbour Authority Limited must provide adequate port waste reception facilities to receive the types of waste from vessels normally using the port.

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 Operations 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 Operations Manager, Portland Port shall address the non conformance within the scope of the quality management system.

If the problem persists and is not resolved at the time to the Masters satisfaction then the Alleged Inadequacies of Port Waste Reception Facility form as set out in the Annex 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

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.
(12.0) Promulgation of Information

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:

- Informing ships’ agent of Port Waste Reception Facility Regulations
- Direct representation by Pilots to Masters
- Circulation of the Portland Harbour Authority Limited Port Waste Management Plan
- Local Notice to Mariners
- Portland Harbour Authority Limited Website

(13.0) Provision of Port Waste Reception Facilities

Regulation 4 – Port Waste Reception Facilities Regulations 2003

Portland Harbour Authority Limited has the duty to prepare and revise this Port Waste Management Plan and to ensure that adequate and convenient port waste reception facilities are available throughout its area of jurisdiction.

The provision of port waste reception facilities shall be provided by Portland Port who are required to ensure that such facilities are in line with MARPOL Regulations.

It is the policy of Portland Harbour Authority to work with all interested parties to ensure that provision of port waste reception facilities are adequate for all vessels using the Harbour.

After consultation with all interested parties the present port waste reception facilities are assessed suitable for the existing type and frequency of vessels visiting Portland Harbour.

The table below shows the categories of waste, which are likely to be landed under the MARPOL Regulations at Portland Port, taking into account the types and size of vessels using the Port.

<table>
<thead>
<tr>
<th>MARPOL Annex</th>
<th>Type of Waste</th>
<th>Frequency of use of Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annex I</td>
<td>Oil</td>
<td>Frequent</td>
</tr>
<tr>
<td>Annex II</td>
<td>Hazardous Substances</td>
<td>Infrequent</td>
</tr>
<tr>
<td>Annex IV</td>
<td>Sewage</td>
<td>Infrequent</td>
</tr>
<tr>
<td>Annex V</td>
<td>Garbage</td>
<td>Frequent</td>
</tr>
</tbody>
</table>
(13.1) Location of Facilities and Ease of Use

As part of the port waste reception facility assessment, Portland Harbour Authority 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. Large, clearly worded signs shall be used to identify locations.

- Lighting – The port waste reception facility to be located near lighting to enable use 24 hours per day.

Note: There are no permanent port waste reception facilities in position. All port waste reception facilities within Portland Port are delivered to the vessel at the berth on a case by case basis.
<table>
<thead>
<tr>
<th>Oil Wastes</th>
<th>Garbage</th>
<th>Cargo Waste</th>
<th>Suitable containers</th>
<th>2-15 yd skip</th>
<th>On request from ship or agent. Portland Port arranges for waste contractor to provide service</th>
<th>24 hrs</th>
<th>24 hrs</th>
<th>24 hrs</th>
<th>24 hrs</th>
<th>Charges depend upon weight of waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knockout Water</td>
<td>Annex V Food Waste</td>
<td>Domestic &amp; Food waste</td>
<td>Suitable containers</td>
<td>2-15 yd skip</td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£150.00 per 8 yd skip</td>
</tr>
<tr>
<td>Sludge from purification of fuel oil</td>
<td>Sludge from sludge from cleaning operations</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£415.00 per 2000 gal</td>
</tr>
<tr>
<td>Scale &amp; Sludge from tank cleaning operations</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
<tr>
<td>Oily mixtures containing chemicals</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
<tr>
<td>Tank Washings (slops)</td>
<td>Tank Washings (slips)</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
<tr>
<td>Dirty Ballast Water</td>
<td>Dirty Ballast Water</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
<tr>
<td>Oily Bilge Water</td>
<td>Oily Bilge Water</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
<tr>
<td>Oily Wastes</td>
<td>Oily Wastes</td>
<td>Collection by road tanker</td>
<td>8-20 m³</td>
<td></td>
<td>On request from ship or agent. Portland Port arranges for waste contractor to provide service</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>24 hrs</td>
<td>£50.00 per t</td>
</tr>
</tbody>
</table>
(13.3) MARPOL Annex V International Catering Waste

The EC Regulation No 1774/2002 lays down the conditions, which control the disposal of catering waste from ships operating internationally. This regulation only applies to ships operating from beyond the European Union i.e. vessels operating from within the EU are exempt from these regulations. Such Catering Waste from these vessels is classified as Category 1 animal by-products. This material must be collected, identified and transported without undue delay and disposed of as waste by burial at an approved landfill site (see Directive 1999/31/EC).

International catering waste is subject to handling and disposal controls as it is one of the means by which exotic notifiable diseases could be introduced into the UK. It is a particular risk if farmed or feral animals are able to come into contact with it.

Any waste from supplies from a vessel that has docked in Third Countries is subject to these controls after returning to the EU. These includes vessels which have docked in non-EU countries even if the vessel has been provisioned in the EU, as there is no reliable method for establishing that non-EU stores were not taken onboard. Other waste that is mixed with international catering waste must be disposed of as if it were international catering waste.

International catering waste must be kept separate and identifiable. 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’. International catering waste must be transferred to the disposal site by a transporters registered as a waste carrier by the Environment Agency.

International catering waste when dispatched from Portland Port must be accompanied by a Commercial Document. The Commercial Document must include the following information:

- 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

The Commercial Document must be 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 so that an auditable chain of disposal can be established. A copy of the Commercial Document must be retained for at least two years and can act as the record required by the legislation.
(13.4) Hazardous Waste


(13.4.1) Removal of Ships' Wastes to Reception Facilities

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:

a) to reception facilities provided within that harbour area; or

b) by pipeline to any such facilities provided outside a harbour area.

Before the waste is removed from the ship the master of the ship shall:

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.

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.
(13.4.2) Removal of Ships' Wastes other than to Reception Facilities

This procedure applies where hazardous waste is removed from a ship in a Harbour area other than in a case to which 13.4.1 applies.

Before the consignment is removed:

a) the master of the ship shall:

   i. prepare three copies of the consignment note;

   ii. complete Parts A and B on each copy; and

   iii. give every copy to the carrier.

b) the carrier shall complete Part C on each copy;

c) the master of the ship shall:

   i. complete Part D on each copy;

   ii. retain one copy; and

   iii. give every remaining copy to the carrier;

d) the carrier shall ensure that every copy which he has received:

   i. accompanies the consignment; and

   ii. is given to the consignee on delivery of the consignment.

On receiving and accepting delivery of the consignment the consignee shall:

a) complete Part E on both copies; and

b) give one copy to the carrier.
(14.0) Small Craft Facilities & Information

(14.1) Overview

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

(14.2) Local Boat Clubs, Moorings and Sailing Academy

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.
<table>
<thead>
<tr>
<th>Organisation</th>
<th>MARPOL Annex</th>
<th>I</th>
<th>II</th>
<th>III</th>
<th>IV</th>
<th>V</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manor Marine Boat Lift Jetty</td>
<td>✓</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clarks Boatyard</td>
<td>✓</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WPNSA</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Castle Cove Sailing Club</td>
<td>x</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluewater Horizons</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


(14.3) Port Waste Management Facilities for Small Craft in Portland Harbour

Recycle

Hazardous
Annex A

Further Information on the Applicability of the Regulations

A number of vessel types fall outside the new regulations, and as such do not have to notify, offload and pay mandatory charges; they are summarized in the table below.

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Conditions to be fulfilled for vessels to fall outside the scope of the Regulations to notify, offload and pay mandatory charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels under the Small Commercial Vessel Code of Practice</td>
<td>Lay down provision for sound waste management with guidance contained in the Small Commercial Vessel Code of Practice</td>
</tr>
<tr>
<td>Warships, Naval Auxiliary Ships and vessels owned or operated by a state and on government non-commercial service</td>
<td>Regulations do not apply but vessels are advised to consider the spirit on the Regulations and adopt best environmental practice</td>
</tr>
<tr>
<td>Tugs / Pilot boats operating on regional basis</td>
<td>Outside scope of Regulations unless vessel is calling at port / terminal for reasons other than operating on behalf of other vessels, or is over-nighting at facility other than its home port / terminal</td>
</tr>
<tr>
<td>Class IV Passenger ships engaged only in voyages in Category A, B, C and D waters</td>
<td>Lay down provisions for waste management under Domestic Safety Management Code</td>
</tr>
<tr>
<td>Class V Passenger ships engaged only in voyages in Category A, B and C waters</td>
<td>Lay down provisions for waste management under Domestic Safety Management Code</td>
</tr>
<tr>
<td>Class VI Passenger ships carrying not more than 250 passengers to sea, or category A, B, C or D waters in all cases in favourable weather and during restricted periods which the vessel is at no time more than 15 miles exclusive of A, B, C or D waters from their point of departure nor more than three miles from land</td>
<td>Lay down provisions for waste management under Domestic Safety Management Code</td>
</tr>
<tr>
<td>Class VI (A) Passenger ships carrying not more than 50 passengers for distances not more than six miles on voyages to / from isolated communities on the islands or coasts of the UK and which do not proceed more than three miles from land</td>
<td>Lay down provisions for waste management under Domestic Safety Management Code</td>
</tr>
<tr>
<td>Class IX (A) Ships (other than ships of class IV to VI inclusive) which do not proceed to sea</td>
<td>These ships should ensure that their ship-generated wastes are handled in an environmentally sound manner. Further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfill the Regulations.</td>
</tr>
<tr>
<td>Class IX (A) (T) Tankers which do not proceed to sea</td>
<td>These ships should ensure that their ship-generated wastes are handled in an environmentally sound manner. Further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfill the Regulations.</td>
</tr>
</tbody>
</table>
## Annex B

### Information To Be Notified

INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT / TERMINAL OF:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name, call sign and, where appropriate, IMO identification number of the ship:</td>
</tr>
<tr>
<td>2</td>
<td>Flag State:</td>
</tr>
<tr>
<td>3</td>
<td>Estimated time of arrival (ETA):</td>
</tr>
<tr>
<td>4</td>
<td>Estimated time of departure (ETD):</td>
</tr>
<tr>
<td>5</td>
<td>Previous port / terminal:</td>
</tr>
<tr>
<td>6</td>
<td>Next port / terminal:</td>
</tr>
<tr>
<td>7</td>
<td>Last port / terminal and date when ship-generated waste was delivered:</td>
</tr>
<tr>
<td>8</td>
<td>Are you delivering all ☐ some ☐ none ☐ of your waste into Port Reception Facilities? (tick appropriate box)</td>
</tr>
<tr>
<td>9</td>
<td>Are you delivering International Catering Waste into Port Reception Facilities? Yes ☐ No ☐ (tick appropriate box)</td>
</tr>
<tr>
<td>10</td>
<td>Type and amount of waste and residues to be delivered and / or remaining on board, and percentage of maximum storage capacity:</td>
</tr>
</tbody>
</table>
If delivering all waste, complete second column as appropriate. If delivering some or no waste, complete all columns.

<table>
<thead>
<tr>
<th>Type</th>
<th>Waste to be Delivered (m³)</th>
<th>Maximum dedicated storage capacity (m³)</th>
<th>Amount of waste retained on board (m³)</th>
<th>Port / Terminal at which remaining waste will be delivered</th>
<th>Estimated amount of waste to be generated between notification and next port of call (m³)</th>
</tr>
</thead>
</table>

1. Waste Oils

| Sludge |                      |                        |                                    |                                                            |                                                                                     |
| Bilge Water |                      |                        |                                    |                                                            |                                                                                     |
| Others (specify) |                      |                        |                                    |                                                            |                                                                                     |

2. Garbage

| Food Waste |                      |                        |                                    |                                                            |                                                                                     |
| Plastic |                      |                        |                                    |                                                            |                                                                                     |
| Other |                      |                        |                                    |                                                            |                                                                                     |

3. Cargo-associated waste\(^{1}\) (specify)


4. Cargo residues\(^{1}\) (specify)


\(^{1}\) May be estimates
Notes:

1. This information may be used for Port State Control and other inspection purposes.
2. Member States will determine which bodies will receive copies of this notification.
3. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000 / 59 / EC.
4. International Catering Waste is defined as any catering waste generated from provisions sourced from outside the European Union.

I confirm that

the above details are accurate and correct and

there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port / terminal at which waste will be delivered.

Date: ________________________________

Time: ________________________________

Signature: ________________________________
Annex C

Revised Consolidated Format for Reporting Alleged Inadequacy of Port Reception Facilities

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Maritime and Coastguard Agency.

1. SHIP PARTICULARS:

   Name of ship: _________________________________________________________________

   Owner or operator: _____________________________________________________________

   Distinctive number or letters: __________________________________________________

   IMO No: ________________________________________________________________________

   Gross tonnage: ________________________________________________________________

   Port of registry: ________________________________________________________________

   Type of ship: _________________________________________________________________

   o oil tanker
   o chemical tanker
   o ferry
   o cruise ship
   o cargo ship
   o bulk carrier
   o or other (specify): _____________________________________________________________

2. PORT / TERMINAL PARTICULARS:

   Country: _________________________________________________________________________

   Name of Port or Area: ____________________________________________________________

   Location / Terminal Name: (e.g. berth / terminal / jetty) ______________________________

   Name of Company operating reception facility: (if applicable) __________________________

   Date of arrival: _________________________________________________________________

   Date of occurrence: _____________________________________________________________

   Date of departure: _______________________________________________________________
3. TYPE AND AMOUNT* OF WASTE FOR DISCHARGE TO FACILITY

3.1 Oil (MARPOL Annex I)

Type of oily waste:

- bilge water: m³
- sludge from fuel oil purifier: m³
- scale and slops from tanker cleaning: m³
- dirty ballast water: m³
- tank washings: m³
- other (specify): 

were facilities available?

- yes
- no

costs involved

3.2 Noxious Liquid Substances (NLS) (MARPOL Annex II)

Type of NLS residue / water mixture for discharge to facility from tank washings:

- Category A substance: m³
- Category B substance: m³
- Category C substance: m³
- Other (specify): m³

substance is designated as solidifying or high viscosity

Proper Shipping Name of the NLS involved:

were facilities available?

- yes
- no

costs involved:

* Estimated amount
3.3 Garbage (MARPOL Annex V)
Type of garbage:

Plastic: m3

Floating dunnage, lining, or packing materials: m3

Ground paper products, rags, glass, metal, bottles, crockery, etc: m3

Paper products, rags, glass, metal, bottles, crockery, etc: m3

Food waste: m3

Incinerator ash: m3

Other (specify): m3

were facilities available?

yes ☐ no ☐

costs involved:

3.4 Other wastes:

4. WAS ANY WASTE NOT ACCEPTED BY THE FACILITY?
5. INADEQUACY OF FACILITIES

5.1 Remarks on inadequacies:

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

1.2 Location of facilities (close to the vessel, inconvenient location or vessel had to shift berth involving delay):

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

1.3 If you experienced a problem, with whom did you discuss this problem or report it to?

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

1.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel's requirements for reception facilities?

yes □ no □

1.5 Did you receive confirmation on the availability of reception facilities on arrival?

Yes □ no □

6. ANY ADDITIONAL REMARKS / COMMENTS

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

7. Master's Signature:

________________________________________________________________________

Date:

________________________________________________________________________
## Annex D

### Contact Directory

<table>
<thead>
<tr>
<th><strong>Portland Harbour Authority Limited</strong></th>
<th><strong>Maritime &amp; Coastguard Agency – Local Office</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Castletown</td>
<td>Spring Place</td>
</tr>
<tr>
<td>Portland</td>
<td>105 Commercial Road</td>
</tr>
<tr>
<td>Dorset</td>
<td>Southampton</td>
</tr>
<tr>
<td>DT5 1PP</td>
<td>SO15 1EG</td>
</tr>
<tr>
<td>Tel: 01305 824044</td>
<td>Tel: 02380 329100</td>
</tr>
<tr>
<td>Fax: 01305 824055</td>
<td></td>
</tr>
<tr>
<td>E-mail: <a href="mailto:marine@Portland-port.co.uk">marine@Portland-port.co.uk</a></td>
<td></td>
</tr>
<tr>
<td>Website: <a href="http://www.portland-port.co.uk">www.portland-port.co.uk</a></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environment Agency – Area Office</strong></th>
<th><strong>DEFRA (Food Waste) – Regional Office</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rivers House</td>
<td>State Veterinary Service</td>
</tr>
<tr>
<td>Sunrise Business Park</td>
<td>Quantock House</td>
</tr>
<tr>
<td>Higher Shaftsbury Road</td>
<td>Paul Street</td>
</tr>
<tr>
<td>Blandford Forum</td>
<td>Taunton</td>
</tr>
<tr>
<td>Dorset</td>
<td>Somerset</td>
</tr>
<tr>
<td>DT11 8ST</td>
<td>TA1 3NX</td>
</tr>
<tr>
<td>Emergency Tel: 0800 80 70 60</td>
<td>Tel: 01823 337922</td>
</tr>
<tr>
<td>Office Tel: 08708 506 506</td>
<td>Duty Room Tel: 020 7270 8125</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Department for Transport</strong></th>
<th><strong>Port Health Authority</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ports Division</td>
<td>Council Offices</td>
</tr>
<tr>
<td>Great Minster House</td>
<td>North Quay</td>
</tr>
<tr>
<td>76 Marsham Street</td>
<td>Weymouth</td>
</tr>
<tr>
<td>London</td>
<td>Dorset</td>
</tr>
<tr>
<td>SW1P 4DR</td>
<td>DT4 8TA</td>
</tr>
<tr>
<td>Tel: 020 7944 5185</td>
<td>Tel: 01305 838000</td>
</tr>
</tbody>
</table>

Issue Version: 01
Issue Date: January 2008
# Annex E

## Approved Waste Contractors

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Telephone Numbers</th>
<th>Fax Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil &amp; Water Limited</td>
<td>20 Wincombe Business Park, Shaftsbury, Dorset, SP7 9QL</td>
<td>023 8063 7721 / 01747 858561</td>
<td>023 8022 3332 / 01747 858562</td>
</tr>
<tr>
<td>Portland Stone Limited</td>
<td>West End, 26 Tradecroft Industrial Estate, Wide Street, Portland, Dorset, DT5 2LN</td>
<td>01305 860044</td>
<td>01305 860066</td>
</tr>
</tbody>
</table>
## Total number of vessel movements:

## Total number of vessel movements under the Regulations:

## Number of vessel movements reporting they are retaining waste:

<table>
<thead>
<tr>
<th>Type</th>
<th>Waste notified for delivery m³</th>
<th>Amount of waste actually delivered m³</th>
<th>Amount of waste retained for delivery at another port / terminal m³</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Waste Oils</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sludge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bilge water</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Others (specify)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Garbage</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Food waste</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plastic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cargo-associated waste</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cargo residues</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Annex G

## IMO Information Return – Report Of Cost, Type And Capacity Of Port Waste Reception Facilities

*(To Be Submitted Annually To The MCA)*

<table>
<thead>
<tr>
<th>Name of Port:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimate of total number of vessels calling at port (per year):</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dirty ballast water</th>
<th>Tank washings (slops)</th>
<th>Noxious Liquid Substances</th>
<th>Sewage</th>
<th>Garbage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil</td>
<td>Noxious Liquid</td>
<td>Sewage</td>
<td>Garbage</td>
<td></td>
</tr>
<tr>
<td>Substances</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dirty ballast water</td>
<td>Tank washings (slops)</td>
<td>Noxious Liquid Substances</td>
<td>Sewage</td>
<td>Garbage</td>
</tr>
<tr>
<td>Oil</td>
<td>Noxious Liquid</td>
<td>Sewage</td>
<td>Garbage</td>
<td></td>
</tr>
<tr>
<td>Substances</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dirty ballast water</td>
<td>Tank washings (slops)</td>
<td>Noxious Liquid Substances</td>
<td>Sewage</td>
<td>Garbage</td>
</tr>
<tr>
<td>Oil</td>
<td>Noxious Liquid</td>
<td>Sewage</td>
<td>Garbage</td>
<td></td>
</tr>
<tr>
<td>Substances</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Type and size of facility, Method of use (where applicable) |  |
| Is notice required? (If yes, number of hours) |  |
| Frequency of emptying |  |
| Annual capacity |  |
| Amount of waste which should be received |  |
| Amount of waste actually received |  |
| Amount of waste stored by ships for reception in other ports |  |
| Cost of use |  |
Letter sent to all interested parties

Dear Sir

Under the requirements of the Merchant Shipping & Fishing Vessel (Port Waste Reception Facilities) Regulations 2003, Portland Harbour Authority Limited is required to produce a Port Waste Management Plan for its area of jurisdiction and operations.

A triennial review has been undertaken with regard to port waste reception facilities required to handle ship-generated waste streams. These arrangements are included in the new draft Port Waste Management Plan 2007. A copy of this draft plan is enclosed and we would welcome any comments and / or observations prior to its submission to the Maritime & Coastguard Agency for approval.

Yours sincerely

Harbour Master