



**Calafort Phort Láirge**  
Port of Waterford

2024

# Waste Reception and Handling Plan



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## 0.2 DOCUMENT CONTROL PROCEDURE

The responsibility for controlling the document is with Port of Waterford. They will keep the plan under constant review to ensure that the document is suitable for all the Ports activities. They are responsible for issuing the Plan and any subsequent amendments as required.

To meet Statutory and Harbour Authority requirements the maximum period between formal reviews of the Plan will be 5 years. Next formal review is due 01 February 2029

The Plan was updated on 25th May 2022 to reflect changes during 2021 and amendments made by Port users. It has been further reviewed & amended in May 2024 to reflect Department of Transport review recommendations.

## 0.3 DEFINITIONS

**"berth"** shall mean for the purposes of this plan, an area under the control of Port of Waterford, suitable for the reception of commercial vessels.

**"cargo residues"** means the remnants of any cargo material on board which remain on the deck or in holds or tanks following loading and unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash-water, excluding cargo dust remaining on the deck after sweeping or dust of the external surfaces of the ship.

**"Company"** means the Port of Waterford Company (a limited liability company incorporated in Ireland with company number 299445 and having its address at 3rd Floor, Marine Point, Belview Port, Waterford) and shall include its subsidiaries and successors.

**"dispose"** means any kind of release whatsoever of waste from a ship to a shore reception facility.

**"fishing vessel"** means any ship equipped or used commercially for catching fish or other living resources from the sea.

**"frequent port calls"** means visits by a ship to the same port taking place at least once a fortnight.

**"hazardous waste"** means waste which displays one or more of the hazardous properties listed in Annex III of EU Directive 2008/98/EC, being: explosive, oxidising, flammable, Irritant – skin irritation and eye damage, specific target organ toxicity/aspiration toxicity, acute toxicity, carcinogenic, corrosive, infectious, toxic for reproduction, mutagenic, release an of acute toxic gas, sensitising, ecotoxic and waste capable of exhibiting a hazardous property listed above not directly listed above capable of exhibiting a hazardous property listed above not directly displayed by the original waste.

**"indirect fee"** means a fee paid for the provision of port reception facility services, irrespective of the actual delivery of waste from ships.

**"MARPOL Convention"** shall mean the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, in it's up to date version.

**"master"** in relation to a ship, means the person (excluding, where appropriate, a pilot) having, for the time being, the command or charge of the ship.

**"MSO"** means the Marine Survey Office of the Department of Transport

**"operator"** means the actual provider of the shore reception facilities.

**"port reception facility"** means a facility that is fixed, floating or mobile and capable of providing the service of receiving waste from ships.

**"recreational craft"** means a ship of any type, with a hull length of 2.5 metres or more, regardless of the means of propulsion, intended for sports or leisure purposes, and not engaged in trade.

**"regular port calls"** means repeated voyages of the same ship forming a constant pattern between identified ports or a series of voyages from and to the same port without immediate calls

**"SafeSeasIreland"** has the meaning assigned to it in the European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010 (S.I. No. 573 of 2010)

**"scheduled traffic"** means traffic based on a published or planned list of times of departures and arrivals between identified ports or recurrent crossings that constitute a recognised schedule.

**"ship"** means a seagoing vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, and floating craft.

**"sufficient storage capacity"** means enough capacity to store the waste on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage.

**"treatment"** means recovery or disposal operations, including preparation prior to recovery or disposal.

**"Waste"** means any substance or object which the holder discards or intends or is required to discard.

**"waste from ships"** means all waste, including cargo residues, which is generated during the service of a ship or during loading, unloading, and cleaning operations and which falls within the scope of Annexes I, II, IV, V and VI to the MARPOL Convention, as well as passively fished waste.

**"waste oils"** means any mineral or synthetic lubricant or industrial oils which have become unfit for the use for which they were originally intended, such as used combustion engine oils and gearbox oils, lubricating oils, oils for turbines and hydraulic oils. Waste oils are considered to be waste from ships.

## 1.0 INTRODUCTION.

### 1.1 OVERVIEW

The port comprises of the waters of the river Suir from seaward to an inner baseline at Kilottern Pill, approx. 6 miles upstream from the city. The docking facilities within the port are as follows:

#### **Inner Port**

**Bilberry** – This is a berthing facility above Waterford Rice Bridge used by South East Towage Ltd. and Fastnet Shipping. These companies are engaged in towage and harbour works, with many of their vessels laid – up unmanned

**City Centre** – There are 3 marinas owned and operated by Waterford City Council on the south bank of the river. These are used by leisure vessels and waste collection is provided and controlled by Waterford City Council.

**Merchants Landing** – A 97-meter steel pontoon also on the south bank is owned and operated by the port. Naval, Government and Sail training vessels dock here, in summertime lay-ups berths are leased to fishing vessels, tugs and leisure craft as space is available. Traffic to this facility is very light. A bin is provided on the pontoon gangway for waste when ordered by arriving vessels. If Galley waste is landed, the contents of the entire bin will be deep buried by the waste contractor. The Harbour Master will monitor types of waste being landed. The licensed waste contractor will provide the Port of Waterford with all details of waste collected from a vessel i.e., date, type, quantity, etc. The details of waste landed will be kept on file in the Harbour Masters Office.

**Halls Quay** – is disused and closed off on landward side.

**Frank Cassin Wharf** – is used as a lay-by berth or by some cruise ships during the summer months. This berth can also be used to facilitate special maritime events. Any ship waste from this is disposed of by licenced Contractors.

**Belview Terminal** – There are two independently-operated facilities; a privately-owned facility operated by the O'Brien Family and the main Container and Bulk facility owned and operated by the Port of Waterford.

**SSE GENERATION IRELAND Terminal** – This is a privately-owned berth, located downstream of Belview Port at Great Island on the Co. Wexford shore. Approx. 1 vessel per year currently docks here. Waste is handled by certified waste contractors ordered by the agent, as needed.

The agents and waste contractors have been instructed those records be kept of waste collected from a vessel i.e., date, type, quantity etc. The details of waste landed will be kept on file by the waste contractor and will be monitored by the Harbour Masters office

## 1.2 STATUTORY FRAMEWORK / LEGISLATIVE SUMMARY

*S.I. No. 351 of 2022, EUROPEAN UNION (PORT RECEPTION FACILITIES FOR THE DELIVERY OF WASTE FROM SHIPS) REGULATIONS 2022.*

The purpose of these Regulations is to give effect to Directive (EU) 2019/883 of 17 April 2019 on port reception facilities for the delivery of waste from ships with the aim to protect the marine environment against the negative effects from discharge of waste from ships using ports located in the State, while ensuring the smooth operation of maritime traffic, by improving the availability and use of adequate port reception facilities and the delivery of waste to those facilities.

## 1.3 DISTRIBUTION

COPY NUMBER	COPY HOLDER
1.	Harbour Master
2	Assistant Harbour Master
3	Port of Waterford -General on internet and intranet
4	Department of Transport
5	Department of Agriculture, Food and the Marine
6	Portal Veterinary Officer
7	Agents – South East Port Services
8	Agents – Stokestown Port Services
9	Agents – Suir Shipping
10	Agents – Doyle Shipping Services
11	Agents – Hamilton Shipping
12	Agents – Celtic Shipping
13	Nominated Waste Contractor- ENVA
14	Nominated Waste Contractor- Greenstar
15	Nominated Waste Contractor –AQS Environmental Solutions
16	SSE Generation Ireland – Great Island.

## 1.4 PURPOSE OF PLAN

The Plan is in place to ensure:

- Compliance with all relevant legislation
- Company's responsibilities are discharged and transparent.
- Port users are aware of their obligations
- All vessels using Port of Waterford are aware of their obligations and the systems in place with regard to waste management.
- Local Authorities, when planning for waste management in their region, allow for the proper reception of port related waste.
- Department of Agriculture, Food and the Marine requirements in relation to waste management are met.

## 1.5 ASSESSMENT FOR THE NEED FOR THE WASTE RECEPTION FACILITIES

The reception facilities for ship and port waste are assessed by annual review of the quantities & classification of waste landed. Reports on waste received by authorised contractor are reviewed quarterly and the waste receptors, i.e., skips, bins etc., are suitable for all waste landed. The Port of Waterford handles bulk cargo, container cargos, project cargos and steel. From our annual review of the following applies:

- It will be the responsibility of both the ship and the Stevedores/Cargo Receivers to collect and dispose of any waste accumulated from the load/discharge of cargo. It is expected that the Stevedore/Receiver will, as soon as possible after completion of cargo, dispose of any cargo residues remaining on the berth.
- There is provision for scheduled vessels to apply for an exemption to these regulations for which the Port assists in the process.

## 1.6 CONSULTATION

### 1.6.1 WITH GOVERNMENT

Under Article 5 of the legislation the plan must be forwarded to the Maritime Environment Policy Division of the Department of Transport for approval. They must monitor its implementation and ensure its re-approval at least every five years and after significant changes in the operation of the Port. Article 24 of the European legislation states that all member states will have the necessary laws, regulations and administrative provisions necessary to comply before 28th June 2021.

Fees for the provision of the service within the port shall be approved by the Port Company, as will any future increases necessary. Penalties are those defined in SI 351 of 2022.

At five-year intervals an evaluation of the plan will be submitted to the Department

## **1.6.2 WITH PORT USERS**

This waste reception and handling plan has been developed following consultations with all relevant parties. In particular with port users and their representatives, ships agents and ship owners, having regard to the requirements of Articles 4, 6 and 7 of Directive (EU) 2019/883.

Prior to accepting the successful tender for the disposal of waste under this plan, all costs are agreed and approved by Port of Waterford and a copy of these costs are issued to all Port users.

Reviews of charges on ships will be on an annual basis and be agreed at a specially convened meeting between Port Users and Port of Waterford.

## **1.7 HEALTH AND SAFETY / TRAINING**

The Port of Waterford operates a Health and Safety Management System under the ISO450001 standard. Under the Safety, Health and Welfare at Work Act 2005 employers are required to prepare a Safety Statement. The Safety Statement describes the organisational and physical arrangements for safety and details the assignment of responsibility to individuals and a statement of the cooperation required from staff members to maintain those standards.

Standard Operating Procedures for the Landing of Ship's Waste at all facilities is in place and all personnel involved in waste management operations trained accordingly. This procedure is approved by Port of Waterford and Department of Agriculture, Food and the Marine Inspector. This procedure will be reviewed as required.

Relevant port personnel have completed a certified Chemical Hazard Awareness & Spill Response Training programme, which will be refreshed every two years.

Any hazardous materials identified are handled by our authorised and licenced waste collection contractor e.g., waste oil & oil filters. The Port of Waterford can confirm that the waste contractors have the appropriate training to handle and receive waste at the port's facility.

The Port's annual EHS review looks at the suitability of training and the impact of foreseeable technological and legislative on training.

## **1.8 MANAGEMENT OF PLAN**

This plan is compiled by the Harbour Master, Port of Waterford in consultation with relevant company managers, port users, ships agents, contractors and other interested parties.

Overall control of waste management remains with the Harbour Master, who will oversee the total operation and collect all relevant data from terminals and agents.

## 1.9 ORGANISATION AND COMMUNICATION

The operation of the plan will be as follows:

Facility	Managed by	Phone	Operated by	Phone
Belview Port	Harbour Master Darren Doyle	0872224961	PoW	
Stokestown				
SEPS				
<b>Waste Contractors</b>				
Irish Lamp Recycling	+353 59 863 1377		Athy, Kildare	
ENVA	+353 (0)57 8678600	+353 1800 504 504	Portlaoise (Main Office)	
Greenstar/Panda	+353 (01) 8649700	+353 (01) 829 8992	Greenstar Civic Recycling Centre	
<p><i>The Department of Transport,</i>  <i>Contact details: <a href="mailto:shipsourcepollutionprevention@transport.gov.ie">shipsourcepollutionprevention@transport.gov.ie</a></i>  <i>Email:</i>  <i>Phone:</i></p>				

### INFORMATION AVAILABLE TO PORT USERS

This plan is available to all ship's agents and all port users and ships, and copies are also available in the port company's offices. The plan can also be accessed on the company's web site:

[www.portofwaterford.com](http://www.portofwaterford.com)

There are regular Port Users Forum meeting with all port users, to discuss its progress and any amendments necessary.

There will also be a meeting annually with waste removal contractors to discuss progress.

## 2.0 OPERATION OF PLAN

### 2.1 AREA OF APPLICATION

This plan covers the waters of the River Suir from seaward to an inner baseline at Kilottern Pill, approx. 6 miles upstream from the city, under the jurisdiction of the Port of Waterford.

## 2.2 PORT RECEPTION FACILITIES

This section covers the collection of waste within the Port of Waterford, showing each installation and the collection points within those installations. All areas are clearly labelled and appropriate signage in place.

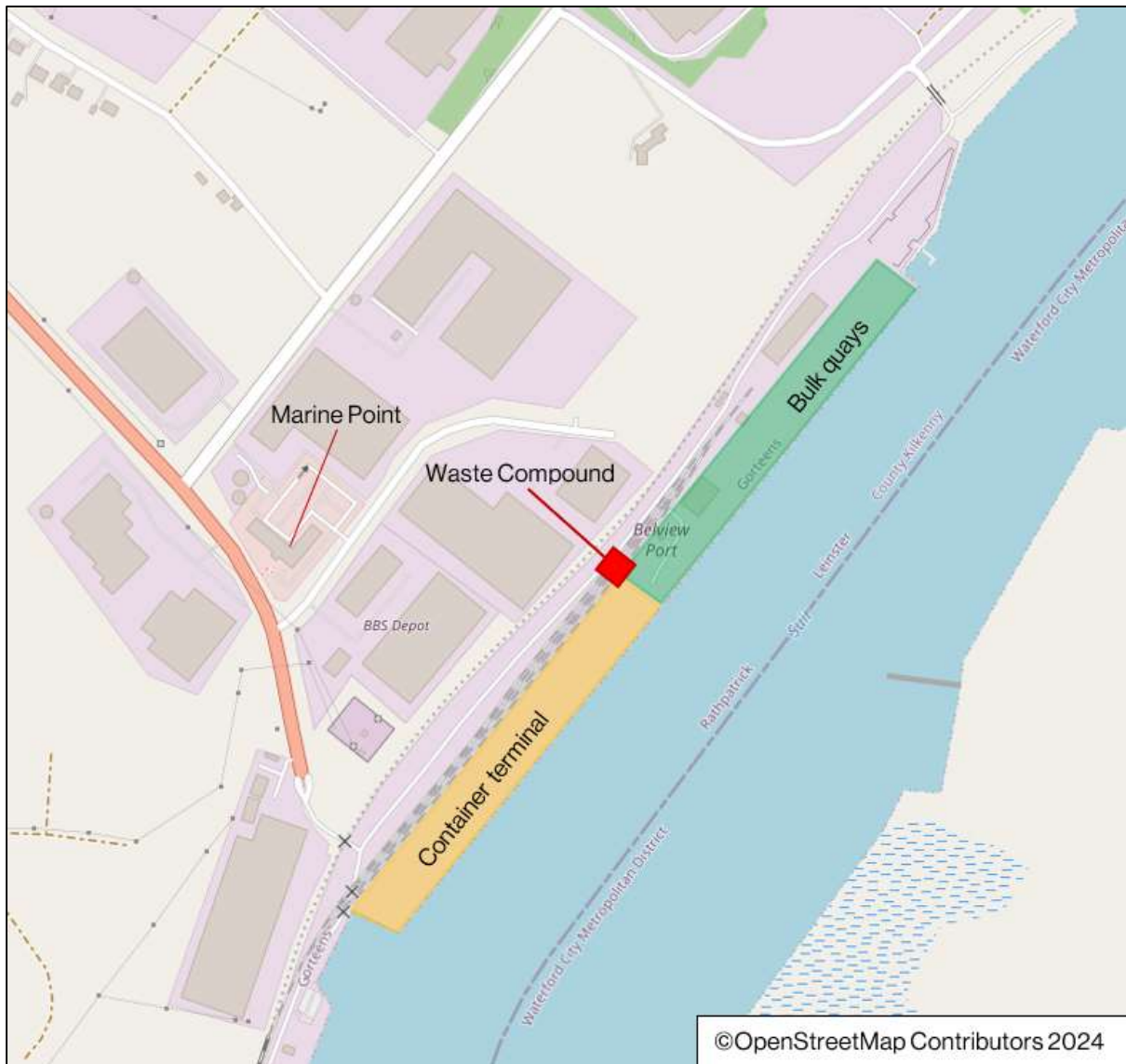
This area can collect waste as described in section 2.4. Refer also to Annex 9, SOP for Landing of Ships Waste.

### 2.2.1 Port of Waterford

*See Fig. 1 for Schematic & Location Map.*

Waste Compound		
Area	Details	Collection rota
Compound	1 Skip CLOSED 14CY Container – Galley and general ships waste	As required
Compound	1 Skip 14CY Container – MSW Municipal solid waste	As required
Compound	1 x Battery Collection Box	As required
Compound	2 x 1100 litre UN approved wheelie bin for Oil & Oily Wastes	As required
Compound	1 x Fluorescent Tube Box	As required
Compound	2 x 1100 litre UN approved wheelie bin for empty paint Cans	As required
Compound	4 X 205 Litre UN approved drums for damaged paint cans	As required

Figure 1: Port of Waterford Waste Compound Schematic Location



## 2.3 NOTIFICATION

The operator, agent or master of a ship which is a specified ship bound for the Port of Waterford shall complete truly and accurately the form set out in Annex 1 (“advance waste notification”) and notify all the information contained in it to the port authority:

- (a) At least 24 hours prior to arrival, if the port of call is known;
- (b) As soon as the port call is known, if this information is available less than 24 hours prior to arrival, or
- (c) At the latest upon departure from the previous port if the duration of the voyage is less than 24 hours.

The information from the advance waste notification shall be reported electronically using SafeSeasIreland, or where for technical reasons SafeSeasIreland is unavailable using telephone, fax, email or other electronic means.

The information from an advance waste notification shall be available on board, preferably in electronic form, at least until the next port of call and shall upon request by the MSO, be made available for inspection.

Where there is a failure to comply with this Regulation, the master of the ship concerned commits an offence and is liable on summary conviction to a class B fine.

They will indicate the type and quantity of waste that they wish to land and include the segregation and packing of such waste.

While in port, vessels will land waste ashore on arrival and prior to departure under the supervision of the port's nominated officer, who will indicate where the reception facilities are located or will take the waste to the facilities themselves.

If the ship's stay is over a protracted period, then further collection times will be arranged as required.

**It is important that all ship's waste is properly delivered for removal, suitably packed and marked. Failure to comply with this will result in ship's waste being refused and returned on board.**

The facilities will be provided and will not cause undue delay to the ship. They shall be easily accessible and be adequate to meet the needs of ships using them.

If a situation arises where, through some unforeseen circumstances, the port is unable to accept waste from ships, this information will be transmitted to all parties concerned through their agents, indicating the reason for the stoppage and a timeframe for resumption of normal procedures.

A ship granted an exemption certificate (a sample of which can be found in ANNEX 3) by the MSO in line with S.I. No. 351/2022 regulation 10, is exempt from reporting when not landing waste.

## 2.4 DELIVERY AND DISPOSAL OF WASTE

Ships calling to the Port of Waterford have access to the waste compound on a 24/7 basis.

Article four states that to achieve adequacy, the reception facilities shall be capable of receiving the types and quantities of ship and port generated waste and cargo residues from ships normally using that facility. This takes into account the operational needs of the users of that facility, the size and geographical location of that facility, the types of ships calling at that location and the exemptions provided for under Article 9 of Directive (EU) 2019/883.

Waste collection will be divided into three main categories:

- 2.4.1 Ship waste
  - general
  - Swill
  - hazardous
- 2.4.2 Port Waste
- 2.4.3 Cargo Waste

## 2.4.1 WASTE FROM SHIPS

This accounts for all waste generated by the ship and does not include cargo waste. It is subdivided into three further areas to facilitate the collection on the shore.

**General:** this will account for the main volume of waste generated on board ship and will be varied and in the main bulky. This will include packaging, bottles, cartons, wood, paper, and many other items. Reception facilities for this will be a skip on the shore, accessible to all vessels. These items need not necessarily be bagged before disposal, but full quantity must be indicated on report form.

**Swill:** Department of Agriculture, Food and the Marine define swill as including;

- (a) any carcass
- (b) any product derived therefrom or any hatchery waste or eggs or eggshells.
- (c) Any broken or waste foodstuff (including table or kitchen refuse, scraps or waste) whether or not foodstuff contains, or has been in contact with, any carcass or part thereof,
- (d) Any waste product of the slaughtering or processing of any animal or poultry where such waste product is derived from such animal or poultry,
- (e) Any other thing (whether or not such thing has been heated or dried or otherwise treated) consisting of or containing any matter mentioned in sub-paragraph (a), (b), (c), or (d) of this definition.
- (f) Any other material of animal or poultry origin.

The Department of Agriculture, Food and the Marine has granted the contractor a licence to remove and dump swill. The Harbour has responsibility to provide through its contractor, adequate reception facilities.

Swill will be stored in covered skips at the Waste compound, Port of Waterford. Cleaning of any spillage shall be the responsibility of the port authority.

The removal, conveyance and safe disposal of swill will be subject to control by an authorised officer of the Department of Agriculture, Food and the Marine. (Portal Veterinary Supervisor)

**Hazardous:** This includes all types of HNS as defined under Annexes of MARPOL. Provision for this service will be arranged directly through ship's agent with ENVA or another suitable contractor.

## 2.4.2 PORT WASTE

This excludes waste generated by companies operating within the port area, who will provide for their own waste disposal, and excludes waste from ships.

A skip, as required will be provided for the collection and disposal of Port waste at the waste compound: Port of Waterford, Belview as per contract with supplier.

The areas for Port waste collection & storage will be remote from jetties and clearly marked in Fig 1. – Port of Waterford Waste Compound

As with ship waste, the Port waste will be segregated into general and hazardous waste and disposed of accordingly.

Port of Waterford will also segregate recyclable waste both in the port and offices. Recyclable waste such as timber, steel, batteries, paper and boxes, should be separated from the general waste and disposed of correctly. Separate facilities will be available for this operation.

As with ship waste, receipts for the collection and disposal of skips will have to be logged and recorded for inspection. The contractor for ship's waste will also have responsibility for the port waste disposal.

## 2.4.3. EXPIRED BATTERIES.

There is one collection point for the collection of batteries;

Waste Compound: Port of Waterford: Belview

PORT OF WATERFORD has contracted ENVA for the acceptance of used/Waste Batteries, who will dispose of batteries. They are a fully licensed waste facility and comply with all regulations pertaining to the final disposal of batteries. They will supply a suitable container for storing batteries and exchange container on each requested visit.

## 2.4.4. CARGO WASTE

It will be the responsibility of both the ship and the Stevedores/Cargo Receivers to collect and dispose of any waste accumulated from the load/discharge of cargo.

It is expected that the Stevedore/Receiver will, as soon as possible after completion of cargo, dispose of any cargo residues remaining on the berth.

## 2.4.5 PORT OF WATERFORD IN HOUSE CLEANING MEASURES

**Scope** - This procedure covers the handling of general waste from operational activity on the jetties and transfer of products to store.

## HARBOUR ROADWAYS

1. Roads, standage areas and peripheral infrastructure are swept by mechanical means dependent upon use and as contracted by Port Facilities.
2. Silt traps, sited on roadways, standage areas, and peripheral infrastructure are maintained with a mechanical gully sucker as required.
3. Collected waste materials are transported to the nominated area and are then disposed of by an approved contractor to a licensed facility.

## JETTIES

1. On completion of loading / unloading vessels the cargo stevedore arranges for loose sound spilled material to be scraped and shovelled to a minimal level of residue and arranges collection by Receiver, or delivers same to him.
2. On completion of 1 above - Jetties are then washed in preparation for the next cargo.

Spillage on berth, or on route from berth to warehousing, or from warehousing onwards is also to be cleaned by Stevedore/Receiver. Trucks going from berth to storage should be suitable for the task. Any excessive spillage that does occur and which has been cleaned by the Port will be for the Receivers account.

All transport should be equipped with functioning roll over covers in the event that they are required to be used in relationship to specific products. All loaded bulk lorries must be covered before leaving the Port.

**A charge will apply to cover the Port Company carrying out the above obligations. Furthermore, careless handling in relation to dry bulk spillage on Port's internal road will be monitored by Port of Waterford staff and will attract a surcharge. The surcharge will be determined by the cost of time spent and disposal charges.**

### 2.4.6 FLYTIPPING

From the Litter Pollution Act, 1997

"litter" means a substance or object, whether or not intended as waste (other than waste within the meaning of the Waste Management Act, 1996, which is properly consigned for disposal) that, when deposited in a place other than a litter receptacle or other place lawfully designated for the deposit, is or is likely to become unsightly, deleterious, nauseous or unsanitary, whether by itself or with any other such substance or object, and regardless of its size or volume or the extent of the deposit.

Under the Waste Management Act, 1996 as amended, it is illegal to transport, store or deposit any sort of waste material without an appropriate permit or licence.

If waste has been deposited on any unlicensed site, then the local authority would take enforcement action against the owner / occupier in the first instance and could serve a 'Section 55 Notice' requiring a complete remediation of the site, regardless of the how innocent the recipients of the Notice might be.

A tenant or lessee engaging in unlicensed waste activities will be advised that it is our statutory obligation as a public body to comply with ALL litter and waste legislation and that we will legitimately request further information from them in this regard such as sources, volumes, times, individuals.

PORT OF WATERFORD will report perceived / alleged unauthorised waste activity to the local authority and will not be joining them in defence of any enforcement action that might ensue.

**PORT OF WATERFORD has posted appropriate signage throughout the port and will monitor CCTV footage and records in the event of unlawful dumping of waste.**

## **2.4.7 PRE-TREATMENT AND DISPOSAL OF WASTE**

There are no pre-treatment equipment and processes within the port facilities.

The Port will check the waste facilities at regular intervals to ensure that adequate containment is available to shipping that the disposal areas are maintained in good condition and no spillage has occurred. They shall collect and compact or dispose of waste as required.

The waste will be disposed of in an approved manner and receipts issued for removal from port sites and reception at the approved site.

**Large landings of ships waste, especially swill waste, may require immediate removal to landfill.**

## **2.5 COST RECOVERY SYSTEM**

Fees will be fair, transparent, non-discriminatory and reflect the costs of the facilities and services made available, and, where used, the amount of the fees and the basis on which they have been calculated shall be agreed with all users.

The Port of Waterford has agreed with Port Users that the total charge for the provision of general waste reception facilities will be charged directly to all ships arriving within the Port.

The EU Directive says that each vessel must contribute "significantly" to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use. To comply with the legislation the Harbour will continue to facilitate the disposal of waste on a non-profit basis.

The administrative costs, and at least 30% of the direct operational cost for the actual delivery of the waste during the previous year shall be recovered from ships through the collection of an indirect fee in the form of the below Ship's Waste Charge. No direct fee will be charged for passively fished waste or MARPOL ANNEX V waste except where the volume of waste delivered exceeds the maximum dedicated storage capacity of the vessel. The indirect fee covers the landing of MARPOL

ANNEX V waste, other than cargo residues, up to the maximum volume of dedicated storage capacity of the vessel and passively fished waste.

The total yearly direct operational costs covered by the indirect fee  
 total yearly direct operational costs for all waste delivered in the port X 100

Hazardous waste will be organised and charged separately directly to ship via ships agent to ensure it is identified and handled appropriately. There will be no port administration charge on this waste.

The part of the costs which are not covered by the indirect fee shall be covered on the basis of the types and quantities of waste actually delivered by the ship.

Fees may be differentiated based on:

- The category, type and size of the ship
- The provision of services to ships outside normal operating hours in the port; or
- The hazardous nature of the waste

They shall be reduced based on:

- The type of trade the ship is engaged in, in particular when a ship is engaged in short sea shipping trade; and
- The ship's design, equipment and operation demonstrate that the ship produces reduced quantities of waste and manages its waste in a sustainable and environmentally sound manner.

In line with Commission Implementing Regulation (EU) 2022/91 the criteria set out in table 1 of Annex 10 shall be taken into account when calculating the reduction of the fee. The criteria in table 2 of Annex 10 may be considered when calculating the reduction of the fee.

A reduction in fees of 10% may be obtained, if the ship's environmental management, design, equipment and operation are such that the Master of the ship can demonstrate that it produces reduced quantities of waste and manages its waste in a sustainable and environmentally sound manner in accordance with Directive (EU) 2019/883 of the European Parliament and of the Council. In addition, regular traffic or traffic engaged in short sea shipping trade where waste collection is much reduced will avail of this reduction.

**Current charges are as follows:**

Description	€ Ex-Vat	Vat rate
<b>Ships' Waste Charge</b>		
Indirect fee on each arrival of every vessel at Belview whether waste is delivered or not.		
Vessels less than 10,000gt	€178.50	23.0%
Vessels 10,000gt or greater	€360.00	23.0%
<b>Dedicated skip</b>		
Charge per each dedicated skip if requested by the vessel or if determined necessary by the Harbour Master.	€870.45	23.0%

**Note:** The Ship's Waste Charge is reviewed annually and any changes are advised to the relevant stakeholders as required. The mandatory charge is to remove any incentive to dispose of waste at sea. The charges are per visit, if a 'one-off' visit, and do not relate to quantity of waste, thus removing any incentive to under report quantities of waste being delivered.

The normal amount of waste from a vessel on short runs would be in the region of 1100ltrs and about 3 cubic metres for ocean going voyages. Where the volume of waste delivered exceeds the maximum dedicated storage capacity of the vessel additional charges, determined by the type and quantity delivered by the ship, shall be applied; it is the responsibility of the Ship's Agent to advise Port of Waterford in advance of this special requirement and handle all associated cost and direct charges levied by external contractors.

## 3.0 PROCEDURES

### 3.1 SUPERVISION AND ENFORCEMENT

Records shall be maintained at all facilities within the port jurisdiction. These records will be maintained by the individual agents who will record the amount of waste discharged ashore by all of the vessels entering the port under their agency. Even if the vessel discharges no waste at the facility, then this should be logged. Copies of records will be sent to the Port Company who will file the completed signed copies in the individual ship's files.

#### PENALTIES

Penalties, as administered by the Department of Transport will be as per S.I. No. 351 of 2022, EUROPEAN UNION (PORT RECEPTION FACILITIES FOR THE DELIVERY OF WASTE FROM SHIPS) REGULATIONS 2022.

These penalties are to ensure that the facilities are properly used as required

### 3.2 RECORDS AND RECEIPTS

Records shall be maintained at all facilities within the Port of Waterford. These records will be maintained by the individual agents who will record the amount of waste discharged ashore by all of the vessels entering the Port of Waterford under their agency. Even if the vessel discharges no waste at the facility, then this should be logged.

Records will also be maintained by the port company for vessels not under agency and for all non-ship-generated waste, excluding cargo waste. These figures will be kept on the ships file for future reference. Records are retained for a minimum of three years.

A receipt will be issued for all waste landed, as per Annex 2 of this plan. This will indicate the date, amount and type of waste landed from the vessel named, signed both by the Master and agent. As above, even if no waste has been discharged by the vessel, the agent will issue the vessel with a receipt indicating that no waste was landed at this facility.

Records of receipts for oil/hazardous waste will be maintained by ships agents and may be subject to inspection by the Port Company. **The total charges to vessels for these receipts will be forwarded to Port Company annually for record.**

The contractor will also issue receipts for all waste removed from each facility, indicating the amount and type of each lift. These shall be recorded and crosschecked with the amount landed by vessels. Receipts should also be issued to the contractor from the landfill site for receipt of all waste accepted.

The above should ensure a full paper trail of all waste landed from vessel to final disposal and be available to inspection at any time.

### **3.3 COMPLAINTS PROCEDURES / COMPENSATION FOR UNDUE DELAY**

The Master of any vessel using a facility within the port jurisdiction is obliged to report any inadequacies or non-availability of shore reception facilities to Port of Waterford or Port State Control before leaving the port

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information (on relevant form), together with any supporting documentation, to the administration of the ship's flag state and, if possible, to the competent authorities in the port state

This shall be in [Annex 5](#), copy of which will be supplied to the ship through its agent within the port.

A ship is entitled to compensation for any loss or damage suffered when unduly delayed, provided the Master of the ship has complied with the reporting procedure described in Section 2.3. In any instance of alleged undue delay, the burden of proof shall lie with the Master of the ship **and the Company will compensate for any proven delays.**

### **3.4 CONTRACT FOR DISPOSAL OF WASTE**

Appropriate, suitably licenced, contractors are appointed to deal with all categories of ship and port waste.

Contractors are required to comply with the requirements of this plan.

## ANNEX 1

### ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the delivery of waste to: *(enter name of port of call, as referred to in Regulation 6 of the European Union (Port Reception Facilities for Delivery of Waste from Ships) Regulations (S. I. No. 351 of 2022)*

This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book, Garbage Record Book or Garbage Management Plan as required by the MARPOL Convention.

#### 1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:			
1.2 IMO number:	1.6 Distinctive number or letters:			
	MMSI (Maritime Mobile Service Identity) number:			
1.3 Gross tonnage:	1.7 Flag State:			
1.4 Type of ship:	<input type="checkbox"/> Oil tanker	<input type="checkbox"/> Chemical tanker	<input type="checkbox"/> Bulk carrier	<input type="checkbox"/> Container
	<input type="checkbox"/> Other cargo ship	<input type="checkbox"/> Passenger ship	<input type="checkbox"/> Ro-ro	<input type="checkbox"/> Other (specify)

#### 2. PORT AND VOYAGE PARTICULARS

2.1 Location/terminal name:	2.6 Last port where waste was delivered:
2.2 Arrival date and time:	2.7 Date of last delivery:
2.3 Departure date and time:	2.8 Next port of delivery:
2.4 Last port and country:	2.9 Person submitting this form (if other than the master):
2.5 Next port and country (if known):	

#### 3. TYPE AND AMOUNT OF WASTE AND STORAGE CAPACITY

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicated storage capacity (m <sup>3</sup> )	Amount of waste retained on board (m <sup>3</sup> )	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m <sup>3</sup> )
MARPOL Annex I – Oil					
Oily bilge water					
Oily residues (sludge)					
Oily tank washings					
Dirty ballast water					

Port of Waterford Waste Reception and Handling Plan

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicated storage capacity (m <sup>3</sup> )	Amount of waste retained on board (m <sup>3</sup> )	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m <sup>3</sup> )
Scale and sludge from tank cleaning					
Other (please specify)					
MARPOL Annex II – NOXIOUS LIQUID SUBSTANCES (NLS) <sup>(1)</sup>					
Category X substance					
Category Y substance					
Category Z substance					
OS – other substances					
MARPOL Annex IV – Sewage					
MARPOL Annex V – Garbage					
A. Plastics					
B. Food Waste					
C. Domestic waste (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)					
D. Cooking Oil					
E. Incinerator ashes					
F. Operational waste					
G. Animal carcass(es)					
H. Fishing gear					
I. E-waste					

**Please note that the port does not accept hazardous waste such as pyrotechnics, oil drums, asbestos or any other such items. These can be arranged separately through your ships agent.**

<sup>(1)</sup> Indicate the proper shipping name of the NLS involved.

Port of Waterford Waste Reception and Handling Plan

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicated storage capacity (m <sup>3</sup> )	Amount of waste retained on board (m <sup>3</sup> )	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m <sup>3</sup> )
J. Cargo residues <sup>(1)</sup> (Harmful to the Marine Environment – HME)					
K. Cargo residues <sup>(2)</sup> (non-HME)					
MARPOL Annex VI – Air Pollution related					
Ozone depleting substances and equipment containing such substances <sup>(3)</sup>					
Exhaust gas cleaning residues					

Other waste, not covered by MARPOL

Passively fished waste					
------------------------	--	--	--	--	--

Notes

1. This information shall be used for port State control and other inspection purposes.
2. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive (EU) 2019/883

<sup>(1)</sup> May be estimates. Indicate the proper shipping name of the dry cargo.  
<sup>(2)</sup> May be estimates. Indicate the proper shipping name of the dry cargo.  
<sup>(3)</sup> Arising from normal maintenance activities on board.

## ANNEX 2

### Waste Delivery Receipt

*The designated representative of the port reception facility provider shall provide the following form to the master of a ship that has delivered waste in accordance with Regulation 8 of the European Union (Port Reception Facilities for the Delivery of Waste from Ships) Regulations 2022 (S. I. No 351 of 2022)*

*This form shall be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book, Garbage Record Book or Garbage Management Plan as required by the MARPOL Convention.*

#### 1. PORT RECEPTION FACILITY AND PORT PARTICULARS

1.1. Location/terminal name:	
1.2. Port reception facility provider(s):	
1.3. Treatment facility provider(s) – if different from above:	
1.4. Waste delivery date and time from:	to:

#### 2. SHIP PARTICULARS

2.1. Name of the ship:	2.5. Owner or operator:
2.2. IMO number:	2.6. Distinctive number or letters: MMSI (Maritime Mobile Service Identity) number:
2.3. Gross tonnage:	2.7. Flag State:
2.4. Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container	
<input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

#### 3. TYPE AND AMOUNT OF WASTE RECEIVED

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )	MARPOL Annex V – Garbage	Quantity (m <sup>3</sup> )
Oily bilge water		A. Plastics	
Oily residues (sludge)		B. Food waste	
Oily tank washings		C. Domestic waste (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)	
Dirty ballast water		D. Cooking oil	
Scale and sludge from tank cleaning		E. Incinerator ashes	
Other (please specify)		F. Operational waste	
MARPOL Annex II – NOXIOUS LIQUID SUBSTANCES (NLS)	Quantity (m <sup>3</sup> )/ Name (1)	G. Animal carcass(es)	
Category X substance		H. Fishing gear	

Port of Waterford Waste Reception and Handling Plan

Category Y substance		I. E-waste	
		J. Cargo residues <sup>(2)</sup> (Harmful to the Marine Environment – HME)	
		K. Cargo residues <sup>(2)</sup> (non-HME)	
		MARPOL Annex VI – Air Pollution related	Quantity (m <sup>3</sup> )
Category Z substance		Ozone-depleting substances and equipment containing such substances	
OS – other substance		Exhaust gas-cleaning residues	
MARPOL Annex IV – Sewage	Quantity (m <sup>3</sup> )	Other waste, not covered by MARPOL	Quantity (m <sup>3</sup> )
		Passively fished waste	

(1) Indicate the proper shipping name of the NLS involved.

(2) Indicate the proper shipping name of the dry cargo.

## ANNEX 3

### EXEMPTION CERTIFICATE

Pursuant to Regulation 10 in relation to the requirements under Regulations 6, 7(1) and 9 of the European Union (Port Reception Facilities for Delivery of Waste from Ships) Regulations (S. I. No. 351 of 2022) AT THE PORT[S] OF [INSERT PORT] IN THE STATE

Name of ship	Distinctive number of letters	Flag State
[insert name of the ship]	[insert IMO number]	[insert name of Flag State]

is in scheduled traffic with frequent and regular port calls at the following port(s) located in the State according to a schedule or predetermined route:

[ ]

and calls at these ports at least once a fortnight:

[ ]

and has made an arrangement to ensure the payment of the fees and the delivery of waste to the port or a third party at the port of:

[ ]

and is thus exempted, in accordance with the Port Reception Facilities for Delivery of Waste from Ships Regulations (S. I. No. 351 of 2022), from the requirements on:

- mandatory delivery of waste from ships,*
- the advance waste notifications, and*
- the payment of the mandatory fee, at the following port(s):*

This certification is valid until [insert date], unless the grounds for issuing the certificate are changed before that date.

Place and date

.....

Name  
Title

## ANNEX 4 LEGISLATION LIST

*[This list is not intended to be exhaustive – it is for reference purposes only]*

- EU Directive 2019/883 of the European Parliament and of the Council on port reception facilities for the delivery of waste from ships
- S.I. No. 351 of 2022: European Union (Port Reception Facilities for the delivery of waste from ships) Regulations 2022
- Directive 2002/84/EC amending the Directives on maritime safety and the prevention of pollution from ships
- Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements
- Directive 2009/123/EC amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements
- S.I. No. 542 of 2010: European Communities (Ship-Source Pollution) Regulations 2010
- Directive 2002/59/EC establishing a community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC
- Directive 2009/17/EC amending Directive 2002/59/EC establishing a community vessel traffic monitoring and information system
- S.I. No. 573 of 2010: European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010
- Commission Directive 2011/15/EU amending Directive 2002/59/EC of the European Parliament and of the Council establishing a community vessel traffic monitoring and information system
- S.I. No. 71 of 2012: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2012
- Commission Directive 2014/100/EU amending Directive 2002/59/EC establishing a community vessel traffic monitoring and information system
- S.I. No. 367 of 2016: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2016
- S.I. No. 550 of 2017: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2017
- Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels
- S.I. No. 361 of 2015: European Union (Sulphur Content of Marine Fuels) Regulations 2015
- Sea Pollution Act, 1991
- Sea Pollution (Amendment) Act, 1999
- Sea Pollution (Miscellaneous Provisions) Act, 2006

*[Statutory Instrument(s) giving effect to MARPOL Annex I]*

- S.I. No. 788 of 2007: Sea Pollution (Prevention of Oil Pollution) Regulations 2007
- S.I. No. 282 of 2008: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2008
- S.I. No. 664 of 2010: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2010
- S.I. No. 365 of 2011: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2011
- S.I. No. 275 of 2014: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2014
- S.I. No. 461 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2016
- S.I. No. 578 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) (No. 2) Regulations 2016
- S.I. No. 582 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) (No. 3) Regulations 2016
- S.I. No. 236 of 2018: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2018

*[Statutory Instrument(s) giving effect to MARPOL Annex II]*

- S.I. No. 217 of 2008: Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations 2008
- S.I. No. 393 of 2017: Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) (Amendment) Regulations 2017

*[Statutory Instrument(s) giving effect to MARPOL Annex III]*

- S.I. No. 510 of 2013: Sea Pollution (Harmful Substances in Packaged Form) Regulations 2013
- S.I. No. 459 of 2016: Sea Pollution (Harmful Substances in Packaged Form) (Amendment) Regulations 2016

*[Statutory Instrument(s) giving effect to MARPOL Annex IV]*

- S.I. No. 269 of 2006: Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006
- S.I. No. 281 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2008
- S.I. No. 372 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) (No.2) Regulations 2008
- S.I. No. 492 of 2012: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2012

*[Statutory Instrument(s) giving effect to MARPOL Annex V]*

- S.I. No. 372 of 2012: Sea Pollution (Prevention of Pollution by Garbage from Ships) Regulations 2012

*[Statutory Instrument(s) giving effect to MARPOL Annex VI]*

- S.I. No. 313 of 2010: Sea Pollution (Prevention of Air Pollution from Ships) Regulations 2010
- S.I. No. 383 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2011

- S.I. No. 596 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) (No. 2) Regulations 2011
- S.I. No. 35 of 2013: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2013
- S.I. No. 48 of 2017: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2017

*[Statutory Instrument(s) giving effect to other international legislation]*

- S.I. No. 82 of 2008: Sea Pollution (Control of Harmful Anti-fouling Systems on Ships) Regulations 2008

*[Other legislation]*

- Waste Management Act, 1996 [No. 10 of 1996]
- Waste Management (Amendment) Act, 2001 [No. 36 of 2001]
- Protection of the Environment Act, 2003 [No. 27 of 2003]
- Diseases of Animals Act, 1966
- Diseases of Animals (Amendment) Act, 2001
- S.I. No. 153 of 1985: Diseases of Animals (Feeding and Use of Swill) Order 1985
- S.I. No. 133 of 1987: Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987
- S.I. No. 597 of 2001: Diseases of Animals Act, 1966 (Prohibition on the Use of Swill) Order, 2001
- S.I. No. 252 of 2008: European Communities (Transmissible Spongiform Encephalopathies and Animal By-Products) Regulations 2008
- S.I. No. 12 of 2009: Diseases of Animals Act 1966 (Prohibition on the Use of Swill) (Amendment) Order 2009
- Regulation (EC) No 1069/2009 of the European Parliament and of the Council of 21 October 2009 laying down health rules as regards animal by-products and derived products not intended for human consumption and repealing Regulation (EC) No 1774/2002 (Animal by-products Regulation)
- Commission Regulation (EU) No 142/2011 of 25 February 2011 implementing Regulation (EC) No 1069/2009 of the European Parliament and of the Council laying down health rules as regards animal by-products and derived products not intended for human consumption and implementing Council Directive 97/78/EC as regards certain samples and items exempt from veterinary checks at the border under that Directive
- Animal Health and Welfare Act, 2013
- S.I. No. 187 of 2014: European Union (Animal By-Products) Regulations 2014
- S.I. No. 126 of 2011: European Communities (Waste Directive) Regulations 2011
- S.I. No. 323 of 2020: European Union (Waste Directive) Regulations 2020

## ANNEX 5

### FORMAT FOR REPORTING ALLEGED INADEQUACIES 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 Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

#### 1 SHIP'S PARTICULARS

- 1.1 Name of ship: \_\_\_\_\_
- 1.2 Owner or operator: \_\_\_\_\_
- 1.3 Distinctive number or letters: \_\_\_\_\_
- 1.4 IMO Number: \_\_\_\_\_
- 1.5 Gross tonnage: \_\_\_\_\_
- 1.6 Port of registry: \_\_\_\_\_
- 1.7 Flag State: \_\_\_\_\_
- 1.8 Type of ship:
- Oil tanker       Chemical tanker       Bulk carrier
- Other cargo ship       Passenger ship       Other (specify) \_\_\_\_\_

#### 2 PORT PARTICULARS

- 2.1 Country: \_\_\_\_\_
- 2.2 Name of port or area: \_\_\_\_\_
- 2.3 Location/terminal name: \_\_\_\_\_  
(e.g. berth/terminal/jetty)
- 2.4 Name of company operating the reception facility (if applicable):  
\_\_\_\_\_

2.5 Type of port operation:

- Unloading port                       Loading port                       Shipyard
- Other (specify) \_\_\_\_\_

2.6 Date of arrival:     \_\_\_ / \_\_\_ / \_\_\_ (dd/mm/yyyy)

2.7 Date of occurrence: \_\_\_ / \_\_\_ / \_\_\_ (dd/mm/yyyy)

2.8 Date of departure:  \_\_\_ / \_\_\_ / \_\_\_ (dd/mm/yyyy)

### 3        INADEQUACY OF FACILITIES

3.1     Type and amount of waste for which the port reception facility was inadequate and nature of problems encountered

Type of waste	Amount for discharge (m <sup>3</sup> )	Amount <u>not</u> accepted (m <sup>3</sup> )	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate.  A        No facility available  B        Undue delay  C        Use of facility technically not possible  D        Inconvenient location  E        Vessel had to shift berth involving        delay/cost  F        Unreasonable charges for use of facilities  G        Other (please specify in paragraph 3.2)
<b>MARPOL Annex I-related</b> Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			

Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify .....)			
<b>MARPOL Annex II-related</b> Category of NLS residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
<b>MARPOL Annex IV-related</b> Sewage			
<b>MARPOL Annex V-related</b> Type of garbage:			
A. Plastics			
B. Food wastes			
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Cargo residues			
H. Animal carcass(es)			
I. Fishing gear			
<b>MARPOL Annex VI-related</b>			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

3.2 Additional information with regard to the problems identified in the above table.

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3.3 Did you discuss these problems or report them to the port reception facility?

Yes       No

If Yes, with whom (please specify)

---

---

If Yes, what was the response of the port reception facility to your concerns?

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---

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

Yes       No       Not applicable

If yes, did you receive confirmation on the availability of reception facilities on arrival?

Yes       No

**4 ADDITIONAL REMARKS/COMMENTS**

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\_\_\_\_\_  
Master's signature

Date: \_\_\_ / \_\_\_ / \_\_\_\_\_ (dd/mm/yyyy)

**ANNEX 6**

**Letter of Approval**



Mr Darren Doyle  
Port of Waterford Company  
3<sup>rd</sup> Floor, Marine Point  
Belview Port  
Slieverue via Waterford  
Co Kilkenny

26<sup>th</sup> April 2023

Dear Mr. Doyle,

**Re: Landing of International Catering Waste in accordance with EU Animal By-Products Regulations**

Please find enclosed a licence to land International Catering Waste (ICW) for:

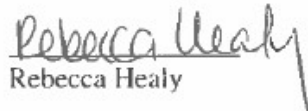
**Port of Waterford**

The licence is valid until **31 May 2028**.

Also enclosed is a copy of “*CN25A Ministerial Conditions for Authorisation to Land International Catering Waste*,” which sets out the conditions that must be met by operators landing ICW.

If you have any queries please do not hesitate to contact me.

Yours sincerely,

  
Rebecca Healy

*Milk & Meat Hygiene/ABP/TSE Division*  
*Grattan House, Grattan Business Park, Dublin Road, Portlaoise, Co. Laois, R32 RY6V*  
*(057) 8694363*  
[animalbyproducts@agriculture.gov.ie](mailto:animalbyproducts@agriculture.gov.ie)

Port of Waterford Waste Reception and Handling Plan  
**Certificate of Registration**



An Roinn Talmhaíochta,  
 Bia agus Mara  
 Department of Agriculture,  
 Food and the Marine

**Certificate of Registration**

**Registration under the European Union (Animal By-Products) Regulations 2014 (S.I. No 187 of 2014) and Authorisation to Land International Catering Waste in accordance with Regulation (EC) No. 1069 of 2009 and Regulation (EU) No. 142 of 2011**

<b>Company</b>	Port of Waterford Company		
<b>Address</b>	3 <sup>rd</sup> Floor, Marine Point, Belview Port, Slieverue via Waterford		
<b>Registration No.</b>	L47		
<b>Landing address</b>	Port of Waterford		
<b>CRO No.</b>	29945		
<b>VAT No.</b>	82994454		
<b>Map coordinates</b>			
<b>Operator</b>	Darren Doyle	<b>Title</b>	Harbour Master
<b>Phone</b>	051 899801	<b>Mobile</b>	
<b>Email</b>	dd@portofwaterford.com		
<b>Plant Description</b>	<b>Section XIII:</b> Other registered operators in accordance with Article 23(1) of Regulation EC No. 1069/2009.		
<b>ABP/derived product</b>	Category 1 animal by-products as set out in Article 8 (f) of Regulation (EC) No. 1069 of 2009		
<b>Activities</b>	OTHER: Lander of International Catering Waste		
<b>Product</b>	Not applicable (Disposal Only)		
<b>Remarks</b>	This authorisation is subject to the conditions set out in the document "CN25A: Ministerial Conditions for Authorisation to Land International Catering Waste" and all other relevant EU and national legislation. This certificate of registration supersedes all other certificates of registration issued previously.		
<b>Valid from</b>	10 May 2023 to 31 May 2028		
<p><b>Dated 10 May 2023</b></p> <p><b>For the Minister of Agriculture, Food and the Marine</b></p> <p></p> <p><b>David Moloney</b></p> <p><b>An Officer Authorised by the said Minister</b></p>		 <p><b>Stamp of Competent Authority</b></p>	

## ANNEX 7

## Assessment Figures

## Ships Waste

<i>Year</i>	<i>Weight (Tonnes)</i>	<i>Contractor</i>
2019	19.88	Greenstar
2020	17.62	Greenstar
2021	10.16	Greenstar

## Waste Oils

<i>Year</i>	<i>Weight (Tonnes)</i>	<i>Contractor</i>
2019	0	ENVA
2020	0	ENVA
2021	0.42	ENVA

## MSW (Municipal Solid Waste)

<i>Year</i>	<i>Weight (Tonnes)</i>	<i>Contractor</i>
2019	2.38	Greenstar
2020	6.8	Greenstar
2021	2.49	Greenstar

## Hazardous Waste

<i>Year</i>	<i>Weight (Tonnes)</i>	<i>Contractor</i>
2019	1.6	ENVA
2020	1.1	ENVA
2021	1.13	ENVA

## Other Wastes

<i>Year</i>	<i>Type</i>	<i>Weight (Tonnes)</i>	<i>Contractor</i>
2019	Mixed Packaging	0.63	Greenstar
2020		1.09	Greenstar
2021		0.67	Greenstar
2019	C&I Dry Mixed	34.08	Greenstar
2020		39.4	Greenstar
2021		42.24	Greenstar

## ANNEX 8 Plan Approval

An Roinn Iompair  
Department of Transport



11<sup>th</sup>

September 2024

Captain Darren Doyle  
Harbour Master  
Port of Waterford

Dear Captain Doyle,

I am pleased to inform you that the port waste reception and handling plan submitted by Port of Waterford as is required under Regulation 5 of S.I. No. 351 of 2022 - *European Union (Port Reception Facilities for the Delivery of Waste from Ships) Regulations 2022* has been approved. The plan is valid for 5 years from the date of this letter.

I wish to thank you for the time and effort you took in preparing the plan and in liaising with this Department during the approval process.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Siobhain Brophy'.

Siobhain Brophy  
Maritime Environment Policy Division

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## ANNEX 9

### SOP FOR THE LANDING OF SHIP WASTE

#### Purpose

The purpose of this document is to outline the procedures to be followed for landing of ship's waste. All food waste from ships is classed as International Catering Waste and will be collected and disposed of in the appropriate manner as per the Port of Waterford Ship Waste Management Plan.

#### Scope

This SOP covers all elements of landing ship's waste as outlined in the relevant sections of the Waste Management Plan, and should be used in conjunction with same.

The SOP is developed to ensure that all controls are in place and followed during the landing of ship waste.

#### Definitions

SOP – Standard operating procedures.

ICW – International catering waste, classed as Category 1 Waste.

FM – Facilities Manager.

#### Responsibilities

The Facilities Manager has overall responsibility for implementing and achieving compliance with this SOP. The person responsible will ensure that periodical inspections are conducted and will ensure that adverse findings are immediately corrected and dealt with.

The Harbour Master, Deputy Harbour Master, or Environmental Health & Safety Manager, will ensure that the Waste Management Plan is in place, approved and is up-to-date.

## Environment, Health & Safety Requirements

All accidents, incidents and near misses are to be reported immediately to your supervisor / manager, who will in turn notify the Department of Agriculture, Food & the Marine if appropriate.

All sites must be kept in a clean and tidy condition. If a spillage occurs the area should be cleaned and dis-infected immediately. The disinfectant that is currently used is FAM 30. Sites found in a poor condition must be reported to your supervisor / manager immediately. The skip is stored in a secure area and is labelled with "Category 1 material – for disposal only". The container is labelled with a permanent identification number – GES 20. The skip is covered and is insect, vermin and leak proof.

### Procedure - General Requirements for landing waste:

1. Prior to arriving into Port, ships complete a landing notice via their ship's agent through the Safe Seas Ireland system operated by the Department of Transport.
2. Once the vessel is safely secured alongside, the ship's agent boards the vessel and advises the Master of the vessel of the location of the ship waste compound.
3. Ship waste should be double bagged to ensure there is no leakage before being moved from the ship. The ICW is then landed in the ship waste compound by the ship's crew, using their own containers as the Port does not provide containers for this purpose.

### Collection and transfer of ICW from Port of Waterford

1. A covered skip suitable for International Catering Waste is provided in the Port of Waterford for vessels.
2. When the skip is nearly full the certified Waste Company is informed to arrange collection of the skip from the Port. The Waste Company informs the Department of Agriculture, Food and the Marine directly of their intention to remove the skip for deep burial.
3. The Waste Company arrange a time and date that the skip maybe transferred for deep burial. This is to ensure a designated Officer from the Department of Agriculture; Food and the Marine will be in attendance to supervise the operations and ensure that it is completed to his / her satisfaction.
4. The waste skip must be transported directly to the landfill site and the driver must remain with the load at all times.
5. At the landfill, the driver does not empty the load until landfill personnel and equipment are present and ready to cover the waste immediately on dumping
6. The Waste Company will complete all necessary paperwork and retain for inspection at their office. A copy of the documentation must be provided to DAFM within 24 hours of the movement occurring. The documentation must also be made available to an authorised officer from the Department of Agriculture, Food and the Marine on request.
7. When the skip is returned to the Port, it is cleaned and disinfected before use.

## ANNEX 10

### Commission Implementing Regulation (EU) 2022/91

Criteria for determining that a ship produces reduced quantities of waste and manages its waste in a sustainable and environmentally sound manner in accordance with Directive (EU) 2019/883.

Table 1

Criteria	Related elements	Related Annex of the MARPOL Convention	Possible means of verification <sup>(1)</sup>
On-board segregation in accordance with Resolution MEPC.295(71) and ensured delivery to adequate port reception facilities that comply with Article 4(2)(d) of Directive (EU) 2019/883.	Operation and management	Annex V	Green Award, ISO 21070, Blue Angel, Green Marine, Waste Delivery Receipt, Vessel Specific Garbage Management Plan approved by vessel's classification society, ISO 14001 Environmental Management System.
Environmentally sustainable purchasing policies (reduction of packaging materials such as bulk packaging and avoiding single use plastic)	Management	Annex V	Green Award, ISO 21070, Blue Angel, Green Marine, Vessel Specific Garbage Management Plan approved by vessel's classification society, ISO 14001 Environmental Management System.

Table 2

Criteria	Related elements	Related Annex of the MARPOL Convention	Possible means of verification <sup>(2)</sup>
Use of alternative fuels <sup>(3)</sup> and other energy sources during voyage to port of call or at berth (e.g., shore side electricity, wind, solar)	Ship design, technology and operation	Annex I	Green Award, bunker delivery notes, oil record book, class or statutory certification, Ship Energy Efficiency Management Plan (SEEMP).
Use of a White Box System < 5ppm (to control and monitor the bilge water discharge from the vessel)	Technology and operation	Annex I	Class certificate, type approval documentation

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Oily water separator (OWS) < 5 ppm	Technology and operation	Annex I	Class certificate, type approval documentation, Green Award, Clean Shipping Index (CSI), Green Marine, Blue Angel
OWS < 5 ppm + alarm system and automatic stop for ships < 10 000 GT	Technology and operation	Annex I	Class certificate, type approval documentation, Green Award, CSI, Green Marine, Blue Angel
Ship does not use oil filtering equipment for discharges, but segregates all bilge water and sludge and subsequently discharges them to port reception facilities	Operation	Annex I	Oil record book, waste receipts
Sewage treatment system in compliance with International Maritime Organisation Resolution MEPC.227(64) for all vessels, except for passenger ships when operating in Special Areas covered by Annex IV to the MARPOL Convention	Technology, operation and management	Annex IV	EU declaration of conformity in accordance with Directive 2014/90/EU of the European Parliament and of the Council <sup>(4)</sup> or class certificate. In addition, regular in use verification by independent verifier.
Ship does not discharge any sewage into the sea and delivers all of its untreated and/or treated sewage and/or sewage sludge to port reception facilities	Operation	Annex IV	Waste receipts

(1) Additional schemes may be accepted by which ships can demonstrate that they comply with the criteria.

(2) Additional schemes may be accepted by which ships can demonstrate that they comply with the criteria.

(3) As defined in Directive 2014/94/EU

(4) Directive 2014/90/EU