



# **LONDON GATEWAY PORT**

# **WASTE MANAGEMENT PLAN**

## **2021**



Approved

Meets the requirements of MS Port Waste Reception  
Facilities Regulations 2003 (as amended)

A handwritten signature in black ink, appearing to read "Z Raza".



Z Raza/ Colchester MO

17/12/2021



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## **1 INTRODUCTION**

The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78) contains regulations and requirements for the prevention of pollution by oil, harmful substances in packaged form, sewage, garbage and the control of pollution by noxious liquid substances. The regulations are contained in annexes to MARPOL 73/78.

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. These are implemented in the United Kingdom through the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended, and detailed in Marine Guidance Note MGN 563 and the document *Port Waste Management Planning - A Guide to Good Practice*.

London Gateway Harbour Authority is the statutory authority for DP World London Gateway Port Ltd.

### **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 London Gateway Harbour Authority and shall be developed according to the size and the types of ship calling at London Gateway. 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 London Gateway Port:

- 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 London Gateway Harbour Authority concerning the management of ship generated waste. 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 London Gateway Harbour Authority 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 wherever possible.
- To promote education and awareness of waste management practices.

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

- The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78)
- Merchant shipping (Port Waste Reception Facilities) Regulations 2003 as amended
- The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008, as amended
- The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009
- The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016

- MGN 563 (M+F): Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments
- The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008, as amended.
- The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004
- MSN 1899 (M+F) Vessel traffic monitoring notification and reporting requirements for ships and ports

#### 1.4 Responsibilities

The 'Master and or agent' of the vessel is responsible for informing London Gateway Port, by submission of CERS 3 workbook at least 24 hours prior to arrival, of the type and amount of waste that they intend to land while at London Gateway.

The 'Harbour Master' London Gateway Port is responsible for the administration of the Port Waste Management Plan and is responsible for ensuring all arriving vessels are made aware of the waste reception facilities available.

The 'Facilities Manager' London Gateway 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 London Gateway.

#### 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) 1837 (M).

**Garbage** means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically except sewage originating from ships.

**International Catering waste (ICW)** is defined as food waste from ships travelling internationally and includes any other material that it is mixed with it, such as items of packaging material, or disposable cutlery or plates contaminated by such waste. It is a Category 1 waste and must be finally disposed of as such by rendering, incineration or burial in an approved landfill.

**Operational Wastes** means all maintenance wastes, cargo associated wastes and cargo

residues except residues or wastes from oil or oily mixtures, noxious liquid substances, non-polluting liquid substances or harmful substances in packaged form.

**Oil** means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products other than oil-like substances that are subject to the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations 1987.

**Oily Mixture** means a mixture with an oily content.

**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.

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

- Cargo residues.
- Noxious liquid substances.
- Ship generated waste.

**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.

**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 LEGISLATION**

### **2.1 MARPOL Regulations**

The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78) aims to regulate and minimize pollution from ships. MARPOL 73/78 covers five main forms of ship generated waste in five specific annexes summarised below.

ANNEX 1 Regulations for the Prevention of Pollution by Oil

ANNEX 2 Regulations for the Prevention of Pollution by Noxious Liquid Substances

ANNEX 3 Regulations for the Prevention of Pollution by Harmful Substances in Packaged Forms

ANNEX 4 Regulations for the Prevention of Pollution by Sewage

ANNEX 5 Regulations for the Prevention of Pollution by Garbage

Regulation 9 of Annex 5 of MARPOL 73/78 states that amongst other things, every ship of 100 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 i.e. a person who is the holder of a Waste Management Licence under Section 35 of the Environmental Protection Act, or of a Disposal Licence under Section 5 of the Control of Pollution Act 1974.

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

These regulations apply to any harbour or terminal within the UK.

Every harbour or terminal shall provide port waste reception facilities adequate to meet the needs of ships normally using the harbour / terminal, without causing undue delay to ships. Adequate means capable of receiving the types / quantities of prescribed wastes from ships normally using the harbour / terminal.

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 delivered / retained upon arrival, by completing a notice in the form set out in Annex A.

Ships must deliver their waste to Port Reception facilities before leaving the port, unless it is sewage or they have sufficient dedicated storage capacity for the waste that has accumulated, or is expected to accumulate during the voyage to next port of call.

The Harbour Authority / Terminal operator **shall make charges** in respect of ships to which these regulations apply. These charges are mandatory and are made whether the ship makes use of the port waste reception facilities 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 Sewage & Garbage From Ships) Regs 2008.**

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 100 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 MSN 1807 (M+F). 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.

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

These regulations replace the Special Waste Regulations 1996. Extra care with the disposal of this Hazardous Waste is required. The hazardous properties listed in the regulations include explosive, flammable, oxidising, irritant, harmful, toxic, carcinogenic, and corrosive properties.

### **2.6 Animal By-Products (Enforcement) (England) Regulations 2011**

These lay down health rules, registration criteria, and certain waste disposal restrictions as regards animal by-products and derived products not intended for human consumption.

Following departure from the European Union on 1<sup>st</sup> January 2021 the different methods specified for EU and non-EU food wastes has been rescinded and all food wastes are classified as International Catering Waste and therefore disposed of at the higher treatment level.

## **2.7 Port State Control Regulations 2011**

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 London Gateway.

## **2.8 Marine Information Note MIN 540 (M+F). Consolidated European reporting System (CERS)**

Notification of ship generated waste and cargo residues should now be provided on the waste tab of the workbook and passed from the vessel or agent to harbour / terminal operator responsible for waste management. Notification to CERS is sent via the Port of London Authority Pisces Vessel Booking System. The use of the Waste Notification Form in Annex A of MGN 563 is now discontinued.

## **3 LONDON GATEWAY HARBOUR AUTHORITY**

London Gateway Harbour Authority 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 extends from the berth line seaward to a distance of 60 metres.

## **4 CONSULTATION**

To provide a continuing effective Port Waste Management Plan an on-going consultation process is in place with Port users to best assess and understand their requirements for Port Waste Management.

Consultation has included:

- 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 London Gateway Port, generally on an individual basis or through more formal gatherings via the London Gateway Focal Points Forum, that convenes quarterly.

Under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) 2003 Regulations a 3-yearly review of the Port Waste Management Plan is required.

Consultation has taken place with the following organisations where appropriate:

- MCA
- Environment Agency
- Local Authority
- Port Health Authority
- DEFRA
- Port of London Authority
- Ships' Agents

## **5 PLAN REVIEW**

Regulation 7 – Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) 2003 Regulations.

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

## **6 INFORMATION SUBMITTED TO MCA**

There is a continuing requirement under MARPOL to provide information to the International Maritime Organisation (IMO) as to the adequacy of Port Reception Facilities. This is detailed in Appendix II of Port Waste Management Planning "A Guide to Good Practice". Once submitted to the MCA updates are only required if there are changes to the already submitted information.

The introduction of the Consolidated European Reporting System has removed the need for reporting Port Reception facility requirements in hard copy and are now reported electronically.

## **7 RECEPTION & COLLECTION OF PRESCRIBED WASTE**

### **7.1 Notification**

The information that ships must supply to harbours / terminals is set in Schedule of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016. The new waste notification form introduced in the 2016 Regulations aligns with the revised MARPOL Annex V Garbage categories.

The new waste notification form is included in the Annex A. The information ships must supply to London Gateway Harbour Authority includes information on the type of waste to be delivered, dedicated storage capacity, amount to be retained onboard, the port 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.

Sewage may be discharged at sea in accordance with Regulation 11 of MARPOL Annex IV.

Ships, which fail to provide the correct notification, may be targeted for inspection by the MCA, and destination harbours / terminals will be warned of their non-compliance.

An accurately completed waste notification form should be sent to London Gateway Port, who are responsible for waste management planning. This information in practice is provided through the ship's agent, as the Waste tab included in the CERS3 document, although the obligation to notify falls on the Master of the vessel.

The notification form will be kept for at least a period of one year to enable accurate annual returns to be made as required.

The information must be provided at least 24 hours before the ship is due to arrive, or if the destination of London Gateway 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. In all such cases an estimation of waste generated during the final part of the voyage should be made. A copy of the Waste Notification Form must be kept on board until at least the next port of call in event relevant maritime authorities' request.

In addition to notifying, ships must separately make whatever arrangements are necessary to land waste in accordance with Terminal requirements and if a ship wishes to land waste other than those handled by London Gateway, arrangements should be made via local contractors by ships agent.

## **7.2 Delivery of Waste**

All ships must deliver all ship generated waste to the London Gateway Port waste reception facility before they leave 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 foreseeable production of waste onboard on the next voyage will exceed the remaining storage capacity
- the Waste Notification Form (WNF) information supplied must demonstrate that the ship has sufficient storage capacity and that the proposed destination harbour / terminal has 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 London Gateway
- if the waste is sewage and the Master is not required to notify under regulation 11 of the 2003 Regulations, as amended

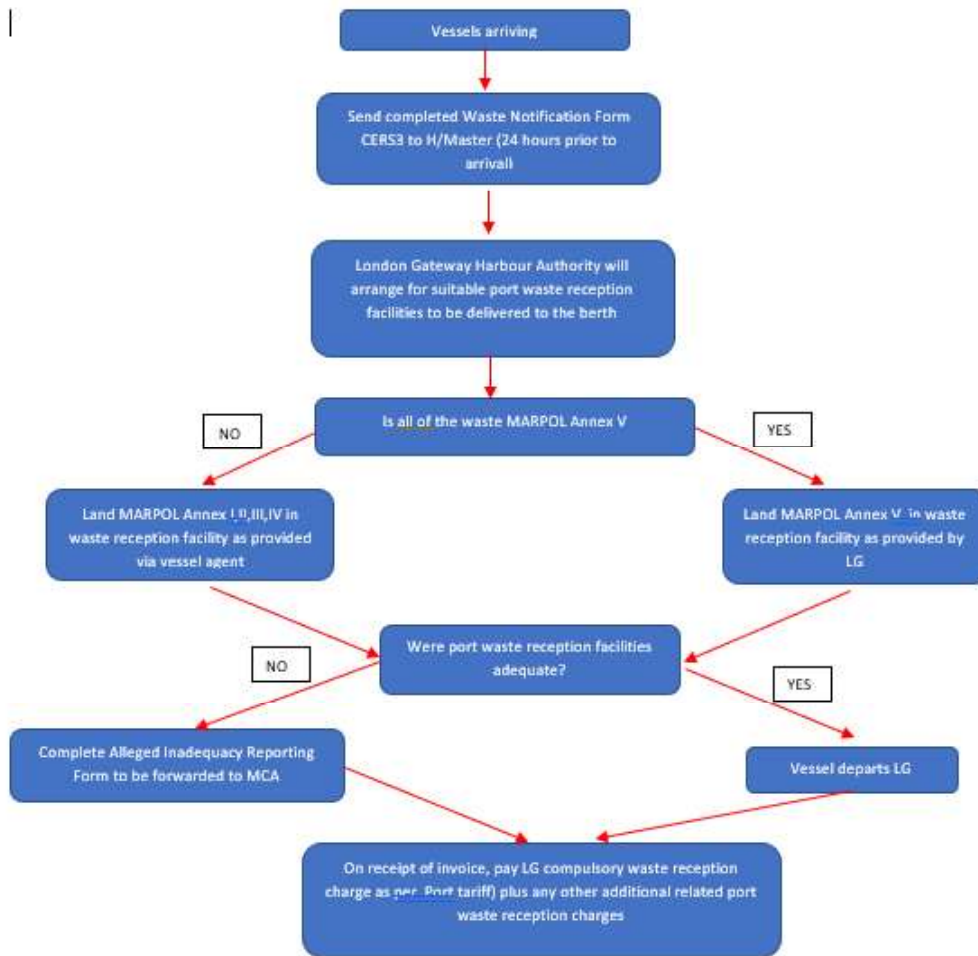
### **7.3 Procedure for the Reception and Collection of Prescribed Waste:**

The Master must notify London Gateway Port in advance of ship arrival. The Master shall complete a notification form as set out in Annex A and included in the CERS3 declaration. 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.

- Prior to a Vessels arrival, the Master will forward a waste disposal notification highlighting amounts and categories of waste to be delivered. London Gateway Port will arrange delivery to a suitable port waste reception facility.
- The WNF via CERS will be sent to the Harbour Master for inspection. They will inspect the form and file if there is nil waste to be delivered. If waste is to be delivered the form will be sent to London Gateway Facilities Management (FM), Shift Manager and Operations Team Leaders, notifying them that waste and its type is to be delivered.
- Once berthed, during the period alongside the Operations Team leader will arrange a waste skip to be delivered to vessel and unlocked. The Operations Team Leader should ensure that only correct declared types of waste are delivered to the correct skips
- If required, a suitable receipt will be obtained from London Gateway.
- On completion the Operations Team Leader will re-secure the skip and endorse their copy of the WNF. The completed form to be forwarded to FM by Shift Manager.
- London Gateway Port FM organises collection / removal of waste from the port waste reception facility as appropriate. The frequency of the collection will be on demand or as decided by London Gateway management.
- The approved waste contractor disposes of waste in accordance with legislation.

## 7.4 Waste Reception and Landing Procedure Flowchart

### *Procedure for Vessels Landing Waste*



## 7.5 Port Waste left for Collection

The temporary storage of waste consisting of garbage, including any such waste which is hazardous waste, at the reception facilities provided in the London Gateway Harbour Authority Waste Management Plan is exempt from the requirements of non-Waste Framework Directive (NFW); the key elements are as follows.

The NFW exemptions allow you to temporarily store waste at a collection point before recovering or disposing of the waste elsewhere. Under it you can:

- only collect and store waste in a secure container at a collection point
- carry out some treatments on the waste to help with storage and collection

- store up to 30 m<sup>3</sup> of WEEE
- store up to 50m<sup>3</sup> of non-hazardous waste that isn't WEEE that will be recovered elsewhere and
- store up to 5m<sup>3</sup> of waste other than those mentioned

The permissible treatments are only to make waste you have produced easier to store and collect for recovery or disposal somewhere else. The treatments must not result in a change in the characteristics of the waste. Treatment must be purely to help with transport of collection of different wastes. Examples of such treatments include compacting paper and cardboard, shredding confidential papers, and separating recyclables such as paper, card, plastic etc.

Under the NWFD exemptions you cannot:

- collect waste as your main business activity
- receive payment for collecting the waste
- store mixed waste
- store any waste containing or consisting of asbestos or any substance with a flash point of less than 21°C

It should be noted that if more than one type of waste is stored, the different types must not be mixed, and you can only store waste temporarily: generally, no longer than 3 months.

## **7.6 Removal of Waste**

London Gateway Harbour Authority 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 Shift Manager who will arrange for it to be emptied.

## **8 PORT WASTE RECEPTION FACILITIES CHARGING**

Under Regulation 13 Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities Regulations) 2003, the requirement in respect of charging is that:

- every Harbour Authority or terminal operator must apply charges
- the charges must apply to ships using the Harbour or terminal unless exempt
- the charges must apply to ships irrespective of whether they make any use of the waste reception facilities
- 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)
- the level of charges must be such that they do not provide an incentive for ships to discharge ship generated waste into the sea
- in calculating charges, the Harbour Authority or terminal operator (as specified) may take the category, type and size of the ship into account. May 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

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

### **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.

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.

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 as identified in the London Gateway Public Port Tariff.

### **8.2 Charges associated with other MARPOL Wastes**

The Port only provides disposal facilities for **Annex V** domestic / galley waste from ships. For other MARPOL wastes the following applies:

**Annex I Oily Waste** – Arrangements for oily waste reception facilities are made via the ships' agents directly with a waste contractor to provide the service. The Master or agent is responsible for payment directly to the waste contractor. It should be noted that due to berth safety requirements discharge of waste to road tankers is not permitted, only barge transfer allowed.

**Annex II Hazardous Substances** - Arrangements for hazardous substances reception facilities are made via the ships' agent directly with a waste contractor to provide the service.

**Annex IV Sewage** – Arrangements are the same as per Oily Waste.

## **9 EXEMPTIONS**

Under the Merchant Shipping and Fishing Vessels (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 for waste in another port.



The MCA uses the following descriptions of scheduled, regular, and frequent:

- Scheduled: Vessel has a planned list of arrival and departure times
- Regular: Vessel must make repeated voyages between those harbours and terminals
- Frequent: Vessel must visit the harbour / terminal for which the exemption applies at least once a fortnight

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. Once an exemption certificate is given to a vessel for a harbour / terminal in the UK, the MCA will inform the relevant Ports. Ships must carry a copy of the exemption certificate on board and the MCA will hold a database of ships that have been given an option.

## **10 NON-COMPLIANCE OR SUSPECTED NON-COMPLIANCE**

Where possible London Gateway Port, faced with a ship that has not complied with the need for notification and / or not off-loaded waste as required by the Regulations, should inform the nearest Marine Office. Such ships 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 as provided for in regulations 18 (2), (3) and (4) of the 2003 Regs as amended.

Where the Harbour Master has reason to believe that the owner, manager, 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 INADEQUATE FACILITIES**

London Gateway Harbour Authority 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 Shift Manager, London Gateway, who will investigate the complaint and attempt to rectify any deficiency.

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 Annex B should be completed by the Master, ship owner or agent and sent / emailed to the MCA at the following address:

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

Email: [environment@mcga.gov.uk](mailto:environment@mcga.gov.uk)

The Master or Agent should provide full information about the incident including the date and time, a full account of the inadequacy and the action taken by the Port after the inadequacy was brought to their attention.

The MCA will investigate the report and where, in its opinion the allegation of inadequate facilities is justified it will, by referring to the respective approved PWMP, take up the matter of the alleged inadequacy directly with London Gateway Port.

## 12 PROMULGATION OF INFORMATION

A number of methods are used to promulgate information concerning port waste reception facilities and waste management procedures, at London Gateway Port, 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 London Gateway Harbour Authority Port Waste Management Plan
- London Gateway Vessel Information Guide
- London Gateway Port Website

## 13 PROVISION OF PORT WASTE RECEPTION FACILITIES

London Gateway Port has a 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. London Gateway Port shall ensure such facilities are in line with MARPOL Regulations.

London Gateway Port will work with all interested parties to ensure that provision of port waste reception facilities are adequate for all vessels using the Port. Following consultation with all user, the Port Waste reception facilities are assessed suitable for the existing type and frequency of vessels visiting London Gateway.

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

MARPOL Annex	Type of Waste	Frequency of use of Facility
Annex I	Oil	Infrequent
Annex II	Noxious	Infrequent
Annex III	Hazardous substances	Infrequent
Annex IV	Sewage	Infrequent
Annex V	Garbage	Frequent

### 13.1 Location of Facilities and Ease of Use

As part of the Port Waste Reception Facility Assessment, London Gateway Harbour Port has considered how best for vessels to access its port waste reception facilities to ensure that there is no disincentive to their use. In determining this the following factors have been taken into consideration:

- Access – Safe access to the reception facilities.

- Distance from vessels – As short a distance as possible from the vessel
- Signage – The port waste reception facilities are clearly marked
- Lighting – Use to be possible 24 hours a day.

With the above considerations it was decided that the facilities would be portable and placed on a demand basis adjacent to the vessel's accommodation area in the safe parking area designated.

### 13.2 Description of Facilities

4 no 12-yard REL skips all suitable for Cat 1 Food waste and general waste. Note it has been decided to mix categories so that all garbage is treated in same manner as Cat 1 Food waste, in order to prevent cross contamination errors and the potential for CAT 1 Food waste to be inappropriately disposed of. This approach has been agreed with DEFRA – Animal and Plant Health Agency. The skips are painted yellow and marked for Cat 1 waste.

1 no. 8 yard REL in general green colour containing stillages for WEEE waste and 'bazooka' tubes for fluorescent light tubes.

1 no. 1000l IBC for used cooking oil.

When not required in use all are stored in marked locations at the east end of Berth 1. See plan in Annex F



### 13.3 Type, Capacity & Cost of Port Waste Reception Facilities at London Gateway

	Oily Waste						Noxious Liquid Substance	Sewage		
	Oily Bilge Water	Dirty Ballast Water	Tank Washing (slops)	Oily Mixtures Containing chemicals	Scale & sludge from tank cleaning operations	Sludge from purification of fuel oils	Categories A, B or C	Black Water	Annex V Domestic garbage & Cat 1 Food waste	Cargo Waste
<b>Type of Facility</b>	Limited availability	Limited availability	Limited availability	Limited availability	Limited availability	Limited availability	Limited availability	Limited availability	Suitable containers	Suitable containers
<b>Capacity of facility</b>	As reqd	As reqd	As reqd	As reqd	As reqd	As reqd	As reqd	As reqd	15 m3 skip	15 m3 skip
<b>Method of Use</b>	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	On request from ship or agent to contractor	Available	Available
<b>Is notice required?</b>	48 hrs	48 hrs	48 hrs	48 hrs	48 hrs	48 hrs	48hrs	48 hrs	24 hrs	24 hrs
<b>Frequency of emptying</b>	As required	As required	As required	As required	As required	As required	As required	As required	As required	As required
<b>Total annual capacity</b>	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires	As demand requires
<b>Typical cost of use</b>	On application	On application	On application	On application	On application	On application	Charges depends upon nature of waste	On application	Mandatory Waste fee	Charges depends upon nature of waste

### 13.4 MARPOL Annex V International Catering Waste

Food wastes are classified as ship-generated wastes under the Regulations and adequate facilities are provided under the Port Waste Management Plan. This waste is also controlled through the Animal Health By Products Regulations (Enforcement) (England) Regulations 2011 and lay down health rules, registration criteria, and certain waste disposal restrictions as regards animal by-products and derived products not intended for human consumption.

Animal by-products (ABPs) are defined in Article 3 of Regulation (EC) 1069/2009 as "entire bodies or parts of animals, products of animal origin or other products obtained from animals that are not intended for human consumption, including catering waste and used cooking oil." The regulations lay down the conditions, which control the disposal of catering waste from ships operating internationally.

International catering waste (ICW) is food waste from international transport vehicles including cruise ships, airlines, ferries and private or commercial boats. Food and drink is not considered ICW until it is no longer fit for human consumption or has been mixed with food waste.

There are controls on how to handle and dispose of ICW to prevent outbreaks of notifiable diseases like foot and mouth disease.

- ICW must be stored in a dedicated container that is covered, leak-proof and clearly labelled as 'Category 1 - for disposal only'.
- ICW must be sent for disposal as quickly as possible after a vessel has landed it and ICW containers should be disinfected after each use with a Defra-approved disinfectant.

- ICW landed at London Gateway Port is disposed of using one of the following methods:
  1. processing used cooking oil into biodiesel in an approved plant
  2. disposal by deep burial in an authorised landfill (no pre-treatment is required)

Records and copies of commercial documents should be retained for the Animal and Plant Health Agency (APHA) to inspect.

### **13.5 Hazardous Wastes**

Hazardous wastes are subject to the requirements of the Hazardous Waste (England and Wales) Regulations 2005 (as amended). Ship sourced hazardous waste is covered by these regulations which are enforced by the Environment Agency. Further information on provision for hazardous waste is available for Environment Agency [enquiries@environmental-agency.gov.uk](mailto:enquiries@environmental-agency.gov.uk)

Essentially ship generated special waste can be described as any controlled waste displaying the hazardous properties listed in the regulations, plus prescription only medicines. Removal and disposal of these wastes is made by the vessel's agents directly with a suitable waste contractor.

### **13.6 Wood Packaging Materials**

There is a risk that imported wood packaging material (WPM) and loose dunnage associated with all kinds of goods could be a means of introducing a wide range of forestry pest and diseases into the UK. WPM associated with goods imported must be compliant with ISPM15 that addresses the need to treat wood materials of a thickness greater than 6mm, used to ship products between countries. Plywood or reconstituted wood products are not included. Therefore, any WPM landed as waste at London Gateway must meet UK landing requirements, unless special arrangements via the vessel agent, are made to send direct to off site premises equipped to take such material. Further information available from Forestry Commission [fe.England@forestry.gsi.gov.uk](mailto:fe.England@forestry.gsi.gov.uk)

## **14 WASTE CONTRACTOR RETURNS**

Ships waste (including International Catering Waste) is combined in a Category 1 Waste skip. The port approved waste contractor removes these skips, on a demand basis, and transports these skips to a deep landfill burial site as licenced by DEFRA. Details of the amounts collected is provided to London Gateway Port Facilities Management for collation and review.

Other approved waste contractors that may remove waste direct from vessels must also supply details of approved disposal.

### **14.1 Port Returns**

On an annual basis, the gathered information from the previous 12 months will be collated and an annual review of the waste reception facilities plan conducted based on any observed changes to demand for waste reception facilities.

## Annex A Information To Be Notified

### INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT OF:

1. Name, call sign and, where appropriate, IMO identification number of the ship.....
2. Flag State:.....
3. Estimated time of arrival (ETA):.....
4. Estimated time of departure (ETD): .....
5. Previous port of call .....
6. Next port of call .....
7. Last port and date when ship-generated waste was delivered, including quantities (in cu m.) and the types of waste that was delivered.....
8. Are you delivering all  some  none  of your waste into Port Reception Facilities? (tick appropriate box)
9. Type and amount of waste and residues to be delivered and / or remaining on board, and percentage of maximum storage capacity:  
.....

*If delivering all waste, complete second column and last columns, as appropriate. If delivering some waste or no waste, complete all columns.*

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> )	Waste that has been delivered at the last port of delivery identified under point 7 above (m <sup>3</sup> )

#### **Waste Oils**

Oily Bilge Water						
Oily Residues (sludge)						
Others (specify)						
Sewage <sup>1</sup>						

**Garbage**

Plastics						
Food Wastes						
Domestic wastes (eg paper products, rags, glass, metal, bottles, crockery, etc						
Cooking oil						
Incinerator ashes						
Operational wastes						
Animal carcasses						
<b>Cargo residues<sup>2</sup></b> (specify) <sup>3</sup>						

- 1 Sewage may be discharged at sea in accordance with Regulation 11 of Marpol Annex IV. The corresponding boxes do not need to be completed if it is the intention to make an authorised discharge at sea.
- 2 May be estimates
- 3 Cargo residues shall be specified and categorised according to the relevant Annexes of Marpol, in particular Marpol Annexes I, II and V

*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 the Directive 2000/59

I confirm that:

- The above details are accurate and correct
- There is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered

Date:

Time:

Signature:

**Annex B**  
**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: \_\_\_\_\_

Flag State: \_\_\_\_\_

Type of ship:

oil tanker  chemical tanker  ferry  cruise ship

cargo ship  bulk carrier  or other (specify):

**2 PORT 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 INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge m <sup>3</sup>	Amount not 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 not possible  D Inconvenient location  E Vessel had to shift berth  F Unreasonable charges  G Other (Please specify)
<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			
<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			
MARPOL Annex IV – related			
Type of garbage			
A Plastic			
B Food wastes			
C Domestic wastes (eg paper products, rags, glass, metal, bottles, crockery etc)			
D Cooking Oil			
E Incinerator ash			
F Operational wastes			
G Cargo Residues			
H Animal carcass			
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, problems identified in the above table
- 3.3 Did you discuss these problems or report them to the port reception facility
- 3.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel requirements for reception facilities.

**4 ADDITIONAL REMARKS / COMMENTS**

Masters signature:

Date:

## Annex C Contact Directory

<p><b>London Gateway Port</b> The Manorway Stanford-le-Hope Essex SS17 9PD Tel: 01375 648300 Website: <a href="http://www.dpworld.com/London-gateway">www.dpworld.com/London-gateway</a></p>	<p><b>Maritime &amp; Coastguard Agency</b> Spring Place 105 Commercial Road Southampton SO15 1EG Tel: 02380 329100 Email: <a href="mailto:environment@mcga.gov.uk">environment@mcga.gov.uk</a></p>
<p><b>Environment Agency – Area Office Environment Management (Essex)</b> Iceni House Cobham Road Ipswich Suffolk IP3 9JD Emergency Tel: 0800 80 70 60 Office Tel: 08708 506 506</p>	<p><b>The Animal By-Products Team</b> County Hall Spetchley Road Worcester WR5 2NP  Tel: 03000 200 301</p>
<p><b>Department for Transport</b> Ports Division Great Minster House 76 Marsham Street London SW1P 4DR Tel: 020 7944 5185</p>	<p><b>London Port Health Authority</b> Logistics Centre North Sea Crossing Stanford le Hope Essex SS17 9ER Tel: 020 7332 1101 Web: <a href="http://www.cityofondon.gov.uk/porthealth">http://www.cityofondon.gov.uk/porthealth</a></p>

## **Annex D Waste Contractors**

1. The Port only provides disposal facilities for domestic / galley waste from ships, disposal being arranged through Ahern Waste Management

### **Ahern Waste Management**

Oliver Close  
West Thurrock  
Essex  
RM20 3EE  
Tel: 01708 865599

2. For all other wastes, disposal must be arranged directly by the Master or Ships Agent with a Port approved contractor. Charges are payable by the Master to that contractor through the Agent. The Master is advised to keep records of such waste landed against future inspection by Port State Control inspectors.
3. The following contractors are approved to supply waste reception services within the Port.

### **Ahern Waste Management**

Oliver Close  
West Thurrock  
Essex  
RM20 3EE  
Tel: 01708 865599

### **M&C Engineering Limited**

Tel 01473 736665  
Tel: 07801 090251

### **A to Z Management Services**

Tel 01375 517506  
Tel: 07507 842839  
Mail: [paul.pryke@atoz-management.com](mailto:paul.pryke@atoz-management.com)

## **Annex E**

### **Evidence of Consultation**

Copy of email sent to Waste Plan consultees

*Dear Sir or Madam*

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

*A review has been undertaken, with regards to port waste reception facilities, required to handle ship-generated waste streams. These arrangements are included in the new draft Port Waste Management Plan 2021. A copy of this draft plan is attached to this email, and we would welcome any comments and / or observations prior to its submission to the Maritime & Coastguard Agency for approval.*

*It would be appreciated if any responses could be received by 15<sup>th</sup> October 2021*

*Yours faithfully*

*Andrew Woods*  
*Harbour Master*

## **Annex F**

### **Location of Waste Reception Facilities**

Waste reception facilities are located at eastern end of Berth1. These will be moved to vessels on demand.

4 no 12-yard REL skips all suitable for Cat 1 Food waste and general waste. The skips are painted yellow and marked for Cat 1 waste.

1 no. 8 yard REL in general green colour containing stillages for WEEE waste and 'bazooka' tubes for fluorescent light tubes.

1 no. 1000l IBC for used cooking oil.

