

# DUBLIN PORT SHIP'S WASTE MANAGEMENT PLAN

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## **PREAMBLE**

### **AIMS AND OBJECTIVES**

The overall aim of this port waste management plan for Dublin Port Company is to protect the marine environment by reducing discharges into the sea of ship generated waste and cargo residues; to improve the availability and use of reception facilities and strengthen the enforcement regime.

Its objectives are:

To reduce illegal discharge of waste from vessels

To fulfil legal duties with regard to waste management

To consult with users, agents, operators, contractors and regulators in the development and implementation of waste management strategies and measures

To minimise the production of waste wherever possible

To re-use or recycle waste wherever possible

To dispose of waste so as to minimise negative environmental effects

# **1. THE PORT**

## **OVERVIEW OF PORT ACTIVITIES**

### **1.1 Constitution**

Dublin Port Company was established on 3rd March 1997 under the Harbours Act 1996 and operates as a commercial company under company Law. The Company has 8 Directors. The CEO is an ex officio director, there is an employee director nominated through an election process in accordance with the Harbours Act and the Minister for Transport, Tourism and Sport, with the consent of the Minister for Public Expenditure and Reform, appoints the remaining 6 directors, to include a Chairperson, complying with current Government and legislative guidelines for the appointment of Directors.

### **1.2 Jurisdiction and Conservancy**

Under the 1996 Act, the limits of Dublin Port comprise the waters of the River Liffey commencing from and including Matt Talbot Memorial Bridge and extending to an imaginary straight line drawn from the Baily Lighthouse on the north in the County of Dublin and extending through the North Burford Buoy, through the South Burford Buoy, and to Sorrento Point on the south including all bays, creeks, harbours and tidal docks within that area; excluding Dun Laoghaire Harbour and extending 0.3 n. miles into the bay from the pier heads.

The anchorage is exposed particularly to winds from North East through to South East.

The approach is well lighted and of easy access: vessels drawing up to 7m can enter at any state of the tide.

Verification of depths should be obtained from the Harbour Master's Department.

Dublin Port Company is the pilotage authority for the Dublin pilotage district. It also provides towage in the form of two diesel tugs of 55 tonne bollard pull, and a full contracted diving service is available. Eight private companies are licensed by Dublin Port Company to provide stevedoring services within the port.

### **1.3 Facilities**

The lift on/ lift off (Lo-Lo) traffic accounts for 18% of total tonnage throughput and is handled at two dedicated terminals in the port catering for a range of services between Dublin and the United Kingdom, mainland Europe, and further afield to such locations as Egypt, Lebanon and Israel as well as worldwide trans shipment services. Dublin Ferryport Terminals and Marine Terminals Ltd operate the lo/lo terminals. In addition CLDN operate a Dublin to UK/ Continent service carrying mainly container units arriving into Dublin 5 days a week.

The roll on/roll off (Ro-Ro) traffic is serviced by five ferry companies operating up to 18 sailings daily to the UK, connecting Dublin with Heysham, Holyhead, Liverpool, and Douglas (freight and tourism). The operators are Irish Ferries, I.O.M. Steam Packet Company, Seatruck, Merchant Ferries, P&O Irish Sea, Sea Containers Irish Sea and Stena Line.

The port has discharging facilities for oil, bitumen, chemicals, liquid petroleum gases and molasses. A 41 hectare oil zone with storage capacity for 330k tonnes of product (including 6k tonnes LPG) is linked to four oil berths by a common user oil pipeline system, incorporating 36 pipe lines. Facilities are available at the oil jetties for obtaining bunkers from the various oil companies and bunkers may also be obtained at berths by means of road tankers.

Waste oils can be removed on the Western Oil Jetty by arrangement by means of a recently installed waste pipeline.

Dry bulk facilities are provided to cater for the loading and discharging of concentrate, peat, coal, grain, animal feedstuffs, fertilisers and sand.

Break bulk accounts for <1% of total throughput, but includes an area dedicated to the storage of imported trade cars and commercial vehicles.

## 2. LEGISLATIVE SUMMARY

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

EU Directive 2000/59/EC on port reception facilities for ship generated wastes and cargo residues

S.I. No. 117 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003

Directive 2002/84/EC amending the Directives on maritime safety and the prevention of pollution from ships

S.I. No. 659 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2003

Commission Directive 2007/71/EC of 13 December 2007 amending Annex II of Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues

S.I. No. 376 of 2009: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2009

Commission Directive (EU) 2015/2087 amending Annex II to Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues

S.I. No. 550 of 2016: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2016

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

Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine 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

[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

[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

[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

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

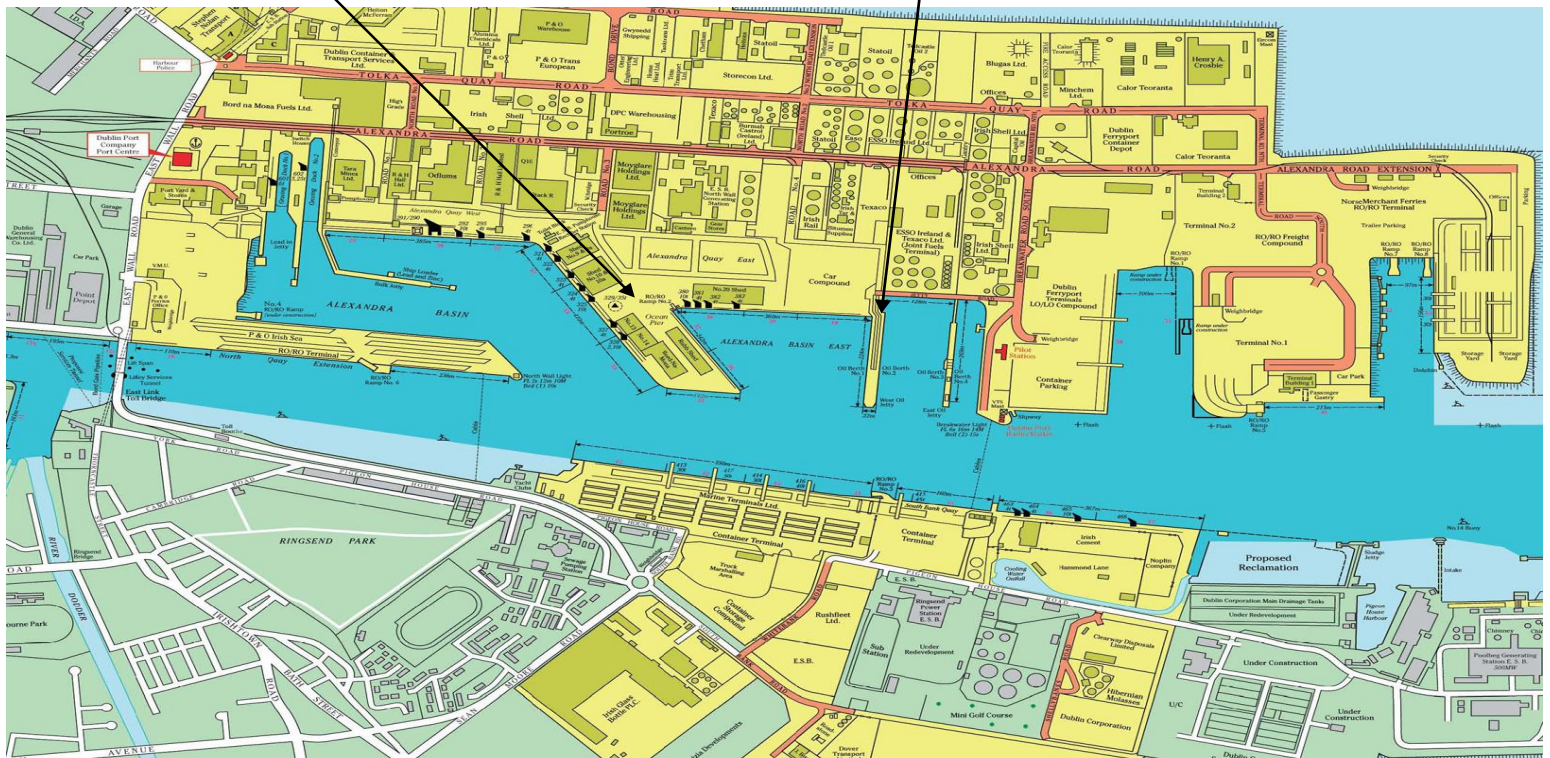
S.I. No. 126 of 2011: European Communities (Waste Directive) Regulations 2011

## 2 a. MAP AND DETAILS OF JURISDICTION

The jurisdiction of Dublin Port Company is indicated on the attached map by the area/s coloured in yellow.

Alexandra Basin Ocean Skip

Oil Jetty Skip



### **3. DEFINITION OF WASTES USE THE DEFINITIONS IN MARPOL 73/78 REGULATIONS**

#### **3.1 MARPOL ANNEXES**

- **Annex I – Oily Wastes (bilges, sludge, ballast, slops)**
- **Annex II – Noxious Liquid Substances Carried in Bulk (dirty ballast, slops, tank washings)**
- **Annex III – Pollution by Harmful Substances Carried by Sea in Packaged Form**
- **Annex IV – Sewage**
- **Annex V – Garbage**  
.... which includes - hazardous waste, food waste, glass, metal, plastics, paper/cardboard, wood, paint tins, batteries
- **Annex VI – Prevention of Air Pollution from Ships**

The categories under consideration at Dublin Port Company are Annexes I, II and V, there being no general requirement for Annex III (such pollution would be dealt with by way of an appropriate response to an isolated incident). Facilities are available at Dublin Port for the discharge of sewage if required.

## **4. SECTION I**

### **PROCESS UNDERTAKEN BY DUBLIN PORT COMPANY TO ACHIEVE LEGISLATIVE COMPLIANCE**

#### **4.1 CONSULTATION**

##### **Purpose**

To ensure that the needs of potential users and waste regulators are taken into account when planning and operating port waste reception facilities; to ensure that all mariners are aware of the location, cost and procedures for using the facilities, and also of the consultation arrangements for the future development of adequate facilities within the port.

The port has recently and continues to have on-going consultation both with the national authority and locally with the port users (ships), through their shipping agents or shore representatives.

##### **Objective**

Dublin Port Company has taken its obligations seriously and has engaged in a consultation exercise with all links in the waste management chain in order to discuss and explain the implications of the Directive and the Statutory Instrument bringing it into effect nationally. The objective has been to effect an exchange of information and to gain an understanding of the perspective of other parts of the waste management chain in order to devise a flexible and workable system.

To ensure the adequacy of the process, Dublin Port Company has consulted:

- Ships' Masters
- Ships' Agents
- Waste Contractors
- Waste Regulators
- Central Government
- Regional Government

##### **Process**

Ships' masters have been consulted as part of the exercise to analyse types and quantities of wastes landed and this information has been obtained by questionnaires issued by Dublin Port Company and through ships' agents. The process is described in the appropriate paragraph below.

Dublin Port Company held a series of consultation meetings during June 2002. A copy of the presentation given at those meetings (supplied to all those attended) and a copy of the Minutes of the meetings) can be viewed on application to the Harbour Master, Dublin Port Company.

## **5. ANALYSIS OF NEED FOR WASTE RECEPTION FACILITIES**

### **5.1 Purpose**

To assemble information to allow the port to assess what facilities should be provided.

### **5.2 Methodology**

Reproduced below is the questionnaire used to gain information in order to analyse types and quantities of wastes landed during March 2002, issued through the ships' agents. The results are analysed *infra*.

## 6. THE QUESTIONNAIRE

### DUBLIN PORT COMPANY

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#### SURVEY ON MARPOL 73/78 REGULATIONS AND THEIR EFFECTS

To help us improve waste management at this port, we would be grateful if you would answer the following questions and return the form to your agent before departure.

Date: .....

IMO Number: .....

#### I. SHIP CHARACTERISTICS

1 Name: .....

2 Berth/Wharf visited: .....

3 Number of days since last port: .....

4 Number of crew: .....

5 Number of passengers: .....

6 **Ship Type:**

Container ship

Dry cargo

Bulker

Gas tanker

Oil tanker

Oil tanker with segregated ballast tank

RoRo vessel

Other (please specify) .....

#### II WASTE HANDLING OPERATIONS AND FACILITIES

##### Annex I – Oily wastes (bilges, sludge, ballast, slops)

7 Give size of on board facilities for storage of oily wastes (cu.m): .....

8 If you have on board processing facilities please tick:

9 Describe quantities of waste which

**will be handled in this port (cu.m):**

- Dirty ballast
- Slops
- Tank washings
- Bilges
- Sludges
- Other (please specify) \_\_\_\_\_

- 10 If you discharge only to shore facilities please tick:**

**Annex IV – Sewage**

- 11 Give size of on board facilities for storage of sewage (cu.m):** \_\_\_\_\_

- 12 If you have on board treatment facilities, please tick:**

- 13 Describe quantities of waste which will be handled in this port:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Annex V – Garbage**

- 14 Give size of on board facilities for storage of garbage (cu.m):** \_\_\_\_\_

- 15 Describe quantities of waste which will be handled in this port (10kg sacks):**

- Hazardous waste
- Food waste
- Glass
- Metal
- Plastics
- Paper/cardboard
- Wood
- Paint tins
- Batteries
- Other (please specify) \_\_\_\_\_

- 16 Which of the following do you segregate:**

- Hazardous waste
- Food waste
- Glass
- Metal
- Plastics

- Paper/cardboard
- Wood
- Paint tins
- Batteries
- Other (please specify) \_\_\_\_\_

**17 Do you have any cargo waste to dispose of in this port?**

- Dunnage
- Sweepings
- Other (please specify) \_\_\_\_\_

**18 Which of the following do you have on board?**

- Compactor
- Incinerator
- Comminuter
- Grinder

**III ADDITIONAL INFORMATION**

**19 Who makes arrangement for shore facilities and disposal of waste?**

- Ships personnel
- Terminal operator
- Agent
- Company representative
- Port

**20 How do you rate the cost of disposal in this port?**

- High
- Low

**21 How do rate reception facilities in this port?**

**Annex I**

- Excellent
- Good
- Average
- Poor

**Annex V**

- Excellent
- Good
- Average
- Poor



## **7. ANALYSIS OF PRIMARY DATA AND RESULTS**

### **7.1 Limitations and constraints**

In a sample conducted over one month period (March 2002) 54 returns were received.

### **7.2 Research Methodology**

The questionnaire derived from past research and amended to suit Dublin Port Company. It sought basic information about the vessel and numbers of people. Questions were asked about the segregation of waste types and any provision for on-board storage and treatment facilities. Additional information as to how facilities were rated for efficiency and cost was ascertained.

### **7.3 Statistical Analysis**

The data received was analysed to ascertain total oily wastes and garbage discharges for 54 ships. The quantity for one ship could therefore be calculated and multiplied by monthly/annual vessel total.

### **7.4 Results**

10 ships out of the 54 discharged oily wastes. The sample size therefore discharged 1436 cu m oily wastes. 1 ship can be estimated to discharge 26.59 cu m (average).

By the same method, the average garbage discharge per vessel was calculated as 14 kg.

### **7.5 Credibility**

It is impossible to comment whether the garbage figure is accurate or not. European research data suggests using a waste factor of 1.5kg of garbage per person per day. However, data has been received showing tonnes of garbage collected from ships 2000-2001 (477 tonnes) and January - October 2002 (80 tonnes). It is the view of Dublin Port Company that the amount will rise with the increase in visits by cruise liners and that 500 tonnes per annum is not an unreasonable assumption. The current figures represent wastes received from cruise liners and navy vessels: no Ro-Ro or Lo-Lo vessels have discharged.

## **8. STUDY OF WASTE HANDLING CHAIN**

In the course of the consultation exercise, Dublin Port Company had discussions with Greenclean, Ipodec, Department of Agriculture, Department of Communications, Marine and Natural Resources, Dublin City Council, and Fingal County Council.

## **9. SECTION II THE PORT WASTE MANAGEMENT SYSTEM**

### **PROCEDURES FOR THE USE OF THE PORT WASTE RECEPTION FACILITIES AT DUBLIN PORT COMPANY**

#### **9.1 Mandatory Provision**

Dublin Port intends to make available the following system of port reception facilities for ship generated waste

#### **9.2 Mandatory Discharge**

All vessels **MUST** discharge ship-generated waste before leaving Dublin Port **unless** it can be demonstrated that either storage space for such waste is sufficient, **or** the vessel has applied for and has been granted an exemption, thereby meeting the 3 criteria as outlined in Section 9.3

If retaining waste on board, a legitimate reason for not using the port reception facilities must be given, (such as having sufficient storage space on board). In such circumstance, the Master must apply (using the appropriate form), for the retention of “ship generated” waste on board. This completed form to be sent to the Harbour Master, Dublin Port Company via the Ship’s Agent, or directly if no ship’s agent has been appointed.

Failure to do so may result in detention in port until waste has been discharged. If there is reason to believe that there is a risk of waste being discharged into the sea because adequate facilities are not available at the next port of call; or if that port of call is unknown, these will also be grounds for detention.

#### **9.3 Definition of an Exempt Ship**

Ships that meet the 3 criteria indicated below, may apply for an exemption from the port waste management system. Applications for exemptions must be made to Dublin Port Company and be approved by the Minister prior to an exemption being granted. There are three grounds for the granting of an exemption and they must **ALL** be satisfied:

SCHEDULED traffic operating along a regular route

Evidence of DELIVERY in one port along the route

Evidence of PAYMENT in one port along the route

#### **9.4 Notification Requirement**

The following information is required from **ALL** vessels prior to arrival:

- Name/call sign/IMO number
- Flag state
- ETA/ETD
- Previous/next port of call
- Last port and date when ship generated waste was delivered
- Whether delivering all/some/none of ship generated waste into facilities

- Type and amount of waste to be delivered/stored on board plus maximum storage capacity
- The unit of measurement is cu m/kg

## **9.5 Notification Mechanism**

The checklist is to be completed by the Master and submitted to Dublin Port Company via the ship's agent 24 hours prior to arrival. All commercial vessels are also required to set notification to the Department of Transport, Tourism and Sport (DTTAS), by means of “Safe Seas Ireland”, which has become the central source of all shipping notifications for vessel arrivals into Irish ports. In relation to Ships waste declarations, this is the key means of vessels declaring their waste situation on board. By default therefore Dublin Port is no longer the main recipient of such waste notifications.

In relation to the Ships Waste collection in the Alexandra Quay and Oil Jetties undertaken by Panda Waste (10 bags or less), records to be held centrally in the Harbour Office and be available for auditing, or statistical gathering purposes for 3 years as required under S.I. No 117 of 2003.

Failure to submit a checklist MAY result in delay in entry. It is to be noted that this will be called a SCHEDULE 2 WASTE CHECKLIST to avoid confusion with the convention that Schedule 2 checklist refers to hazardous cargo.

## **9.6 Records**

In relation to Ships waste landed in Dublin Port, the Ship’s Agents to maintain records of all ships waste landed in the port and to hold copies of all records, as supplied by the waste removal contractors. In relation to the Ships Waste collection in the Alexandra Quay and Oil Jetties undertaken by Panda Waste (10 bags or less), records to be held centrally in the Harbour Office and be available for auditing, or statistical gathering purposes for 3 years.

## **9.7 Charging System**

In relation to the provision of Waste skips, Dublin Port Company does not provide the waste removal services directly, and accordingly has no control over the charges involved. These charges are levied by the licensed contractors (who are approved by the local authority), and will vary dependant on the type and quantity of waste involved. For limited quantities however, Panda Waste along with the port provides 2 locked skips for small amounts of ships waste (up to 10 bags). Dublin Port Company are satisfied that adequate waste reception facilities are available within the port.

## **9.8 Fees**

The fees currently cover the provision of a security officer who attends when the ship’s waste is transferred from the ship to the skip. The officer supplies “red bags”, to better identify the ships waste which is then “double bagged”. The officer will

unlock the skip and relock it after loading. He/she will ensure that the ship's waste docket book is completed by the ship's crew, clearly listing the name of ship and number of bags delivered.

This process is self-financing and there is a minimum €50 charge for one bag up to 5 bags, greater than this number, each bag will be charged an additional €10 each, up to a maximum of 10 bags or €100. Waste in excess of 10 bags will require the ship to order its own skip and control their own waste management. The Waste Contractor will bill the Ships agent directly for this service.

## **9.9 Pricing**

A list of prices, relating to the provision of waste management services, is readily available to the ship, from the waste removal contractors, through the Ship's Agent. The receipts for the service to be supplied by both the contractor and by the local authority, and such receipts to be held by the relevant Ships Agent, for a period of a minimum of 3 years.

The waste company will levy the €10 per bag for the service (Use of the bins, removal of bins under licence & deep burial)

## **9.10 Waste Oil**

An approved waste oil removal contractor to be engaged, and the waste oil to be removed to an approved recycling facility. Records to be kept by both the contractor and the Ship's Agent and the Ship's Agent to hold such records for a minimum period of 3 years.

# **10. GIVING EFFECTIVE INFORMATION TO USERS**

## **10.1 Purpose**

Is to ensure that all vessels are aware of the services and procedures for within the port.

## **10.2 System**

Twenty four hours (24hrs) prior to arrival the vessel will be instructed by the agent to complete the Schedule 2 (Waste) checklist.

The system will be publicised through the agents and all parts of the waste management chain will have copies of this plan and an accompanying Contact Directory (with an amendment and update procedure).

## **11. DUTY OF CARE/WASTE TRANSFER/WASTE DISPOSAL**

### **11.1 System**

Reception and storage are the key elements to the successful management of port waste reception facilities.

It is intended that oily wastes (MARPOL Annexes I), will be collected by an authorised contractor licensed to collect and dispose of such material. The charge raised for the service is dependent on the charge, which the contractor makes for this service.

It is of fundamental importance that all ship-generated waste be dealt with as outlined in this waste management plan.

### **11.2 Waste Disposal**

For vessels with a small amount (Max. 10 bags), of Galley Waste in the Alexandra Basin common user area:-

There are 2 lockable skips for galley waste in the Port, one will be located in the common user area and the second will be located in the oil jetty.

These are of “standard size”, each of 6 cubic metre capacity. One is located at Ocean Pier adjacent to the No. 2 Ramp, Berth 38. The second is located on Jetty Road servicing the oil berths.

Upon applying to land the bags of “galley waste”, the ship to specify the time and number of bags to be delivered. Security will meet a representative from the ship at the ship and escort them with the bags to the skip, and oversee transfer of the bags after each being “double wrapped” in separate red bags prior to then being deposited into the lockable skip.

When the skips are full or near full the waste contractor will be notified by port security, and the waste contractor will arrange with the Department of Agriculture, Food and the Marine (DAFM) to provide an inspector to be on site to escort the load from the quay to the licenced disposal facility. On a land-fill facility, the waste is sprayed and “deep buried” by means of a bull-dozer or similar machine. This process is followed where ever the vessel has arrived from, however by the very nature of our business, most of our vessels are “short haul” from Europe, Dublin being very much a transit port, rather than a “Hub Port”, such as the very large and deep mainland ports.

All skip locations are covered by the Port security CCTV system and are reasonably close to all berths.

For Ships such as cruise liners or naval vessel with a large amount of Galley Waste required to be discharged:-

Vessels will used approved contractors which are organised directly by the Ship’s Agent, or Terminal Operator. In relation to Waste Oil and Sludge, an approved waste provider to be contracted via the Ship’s Agent or Terminal Operator. All other

waste to be treated as galley waste and dealt with in accordance with the DAFM ICW procedures.

Dublin Port Company will maintain a current up to date permit for Landers of Swill/ Galley waste.

### 11.3 Process

For vessels with a small amount of Galley Waste in the Alexandra Basin common user area:-

If a ship requires to dispose of galley waste in the common user area the ships agent will contact Port Operations (01-8876858) giving a minimum two hours notice. Port Operations will then advise Port Security for the common user area or in the case of the oil jetty the Fire Warden.

Port Security / Fire Warden will meet ship personnel at the designated skip and ship staff will then double wrap the waste with an identifiable outer bag supplied by the Port and then place the waste bags in the skip. Note all bags must be double wrapped with the designated identity bag on the outside (the outer bags are biodegradable). Port Staff are responsible for maintaining the units locked at all times.

Port Staff will issue two dockets to the ship indicating the number of bags deposited and their identity reference (the second copy is supplied for the benefit of the ship's agent). This docket will also note both the ships and the agent's name. A copy will be retained in the Port Operations station for collection by the waste contractor on a weekly basis and the final copy will be maintained for waste management records that may be audited at any stage e.g. by the Department of Agriculture, Food and the Marine (DAFM).

Operating to a documented standard operating procedure (SOP) the waste contractor will inspect the satellite bins weekly and remove the bags to the compactor. The waste contractor will maintain a log sheet 'Galley Waste Contractor Variance Report Log' as per attached as evidence of no variance between actual and recorded amounts. As required the compactor will be removed inline with the permit/licence conditions for deep burial.

The main contractor must ensure compliance with appropriate regulatory requirements. This would include the requirement to hold a mover licence from the DAFM, an advance permit per skip from Dublin City Council, a commercial document to remove each skip with Category 1 waste and a burial document. A full up to date record must be maintained at all times ready for any third party independent audit. These procedures must be documented in the galley waste SOP.

### 11.4 Charges

This process is self-financing and there is a minimum €50 charge for one bag up to 5 bags, greater than this number, each bag will be charged an additional €10 each, up to a maximum of 10 bags. Waste in excess of 10 bags will require the ship to order its

own skip and control their own waste management. The Waste Contractor will bill the Ships agent directly for this service.

This system will be continuously monitored to ensure that it meets best waste management practices.

If this process is acceptable the Port waste management plan will be updated and the Harbour Master will issue a 'Notice to Mariners' advising them of this new procedure.

## **11.5 Pre-treatment of ships Waste**

In relation to the pre-treatment of Ship's Waste by the port, there is currently no waste pre-treatment equipment in the port.

## **11.6 Cargo Residues**

Cargo residues, in terms of cargo waste, to be treated in the same manner as others ships waste.

# **12. GRIEVANCE PROCEDURE**

## **12.1 Format for reporting Alleged Inadequacies**

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.

The appropriate form will be supplied to the ship through its agent within the port.

There is to be regular and ongoing consultation between the port and the Ship's Agents in relation to waste management issues and the waste management plan.

## **12.2 Grievance Procedures**

Under Article 12 (f) of the Waste Management Directive 2000/59/EC, any report or complaint of alleged inadequacy of waste reception facilities to be reported to the Harbour Master of Dublin Port Company, who then forwards such complaints to the Maritime Services Division of the Department of Transport, Tourism and Sport.  
*See appendices for a copy of the Report or Complaint of Alleged Inadequacy of Waste Reception Facilities Form.*

## **13. AUDIT AND REVIEW**

### **13.1 Purpose**

To ensure that port waste management facilities are relevant and are up to date, and that plans are implemented effectively.

### **13.2 Compliance and Monitoring**

The Harbour Master is the designated responsible person for Dublin Port Company nominated to implement the Dublin Port Company Ship's Waste Management and to keep it up to date and relevant. He may carry out spot checks on vessels likely not to meet the requirements as set out in the regulations. Spot checks can be undertaken on vessels deemed unlikely to use facilities as outlined in this plan.

Additionally, there will be an inspection of a fixed proportion of vessels (25%) by the relevant Port State Control authority. Vessel logbooks of all waste generated during a voyage, plus disposal data, will form part of the inspection.



## **APPENDICES**

**1 SOP-DPC-ENV-022 Discharging Waste Oil & Sludge on Western Oil Jetty**

**2 SOP-HBR-OPS-009 Galley Waste Management**

**3 Format for reporting alleged inadequacies of port reception facilities**

## FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES<sup>1</sup>

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<sup>2</sup>: \_\_\_\_\_
- 1.5 Gross tonnage: \_\_\_\_\_
- 1.6 Port of registry: \_\_\_\_\_
- 1.7 Flag State<sup>3</sup>: \_\_\_\_\_
- 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)

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<sup>1</sup> This format was approved by MEPC 53.

<sup>2</sup> In accordance with the *IMO ship identification number scheme*, adopted by the Organization by Assembly resolution A.1078(28).

<sup>3</sup> The name of the State whose flag the ship is entitled to fly.

### 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> )	<b>Problems encountered</b> 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 <sup>4</sup> 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			

<sup>4</sup> Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.

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)

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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)

\_\_\_\_\_

## CONTACT DIRECTORY

Users, contractors, regulators, Government agencies

<b>NAME</b>	<b>ADDRESS</b>	<b>PHONE NO.</b>
Feargal O’Cuinnegain	Dept. of Agriculture, Food & the Marine Kildare Street, Dublin 2.	01 8658248/9 01 8741250 01 6076228
Eithne Gore or John O’ Farrell Maritime Services Division, Dept. of Transport, Leeson Lane, Dublin2	Dept. of Transport & Sport. Leeson Lane, Dublin 2.	Eithne Gore at (01) 6783422, or John O’ Farrell at (01) 6783461, or shipsourcepollutionprevention@dtas.ie
Frank Murphy Pat Cartney Vivian Aherne	Dublin City Council, Environmental Section, Eblana House 68-70 Marrowbone Lane Dublin 1	01 2224374 012224235 012224276
	Environmental Protection Agency, Mc Cumiskey House, Richview, Clonskeagh Road, Dublin 14.	053-9160600 1890335599 01-2680100 Emergency Numbers Dublin Inspectorate 01-2852122
Mr. P.J. Howell Director of Services for the Environment	Fingal County Council, Environmental Section, Main Street, Swords, Co. Dublin.	01 8905000 or 01 8906261
	Enva (Waste Oil), JKF Industrial Estate, Naas Road, Dublin 10	01-4508111

	Thorntons Recycling Centre, Killeen Road, Dublin 10	01- 6235133
	Greyhound Waste Disposal Ltd., Head Office, Craig Ave., Clondalkin Indus. Estate, Dublin 22.	01- 4577777 option 2
Mr. Leo Stafford	Panda, Business Beauparc Park, Navan, Co. Meath.	01-8438855 086-2772083 046 9024111 1890 626262
	Greenstar Customer Services Centre, Millenium Park, Ballycoolin Road, Dublin 11	1890 500 800 1890 600 900
Dublin City Council Emergency Phone Number		01 6796186

## Amendment record sheet

(Amendments are shown in Italics)

Amendment Number	Date	Amended by	Pages amended
0001	15 <sup>th</sup> May 2008	Capt. F .Britton	Number 21
0002	22 <sup>nd</sup> March 2010	Capt. F .Britton	18.19.20.21, 22 & 23
0003	29 <sup>th</sup> Nov 2011	Capt. F. Britton	23
0004	16 <sup>th</sup> May 2013	Capt. F. Britton	Pages 5 -15 & 20 & 32
0005	May 2014	Capt. F. Britton	Sections on Red & Blue
0006	January 2017	Capt. F. Britton	Waste Oil facility on Western Oil Jetty for Tankers page 4 Contact Sheets pages 35 & 36. Legislative Summery pages 15 -18. Index page updated
0007	August 2017	Capt. F. Britton	Format for Reporting alleged inadequacies page 41  Animal Health and Welfare Act 2013 & S.I. No. 187 of 2014: European Union (Animal By-Products) Regulations 2014 added on page 25  Index page numbers updated.
0008	September 2017	Capt. F. Britton	Section 1.1 Constitution Pg. 3 Section 11.2 Waste Disposal Pg. 21 Section 12.2 Grievance Procedures Pg. 22 Appendices Pg. 24
0009	November 2017	Capt. F. Britton	Page 10 - Map, Pages 19,20, 21,22&29 Page 25 Appendices - SOP's