

# **ASSOCIATED BRITISH PORTS PORT OF SOUTHAMPTON**

## **PORT WASTE MANAGEMENT PLAN FOR SHIP GENERATED WASTES 2019 - 2022**



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## EXECUTIVE SUMMARY

**This Plan covers the disposal of ship-generated waste at ABP managed berth facilities at the Port of Southampton.**

ABP provides waste facilities at fixed locations around the Southampton port estate. In February 2021, following the UK's departure from the European Union, Defra issued new guidance in connection with ship generated waste. Food waste from ships is now classed as International Catering Waste (ICW) when travelling internationally or from the European Union. Accordingly, we must provide additional waste facilities to ensure compliance. International Catering and galley waste must be brought ashore in sealed, leak proof bags and deposited in bins marked "For Disposal of International Food Waste".

For vessels using non ABP managed berths, such as the DP World Southampton container terminal, the Itchen wharves or the Esso and BP jetties please refer your enquiry to the terminal operator directly.

All other MARPOL wastes, e.g. oil, oily wastes, noxious substances in liquid form and sewage must be disposed via arrangements made between the ship or agent and a licensed waste management contractor.

Ships (or agents acting on their behalf) using ABP facilities must advise ABP up to 24 hours in advance of arrival on the amount of waste they intend to land by logging onto [www.abpnotify.co.uk](http://www.abpnotify.co.uk). Notification is a legal requirement and ABP is obliged to report vessels that do not notify and/or offload waste in accordance with the prior notification to the Maritime and Coastguard Agency (MCA).

Unless granted an MCA exemption certificate or able to demonstrate that they have sufficient on-board storage space for wastes, vessels must unload all their waste when in port. Up to 4m<sup>3</sup> per ship can be landed and 1.1m<sup>3</sup> of ICW. If the quantity of waste to be landed exceeds these figures, ships must arrange disposal of the extra waste with a licensed waste contractor.

The Mandatory Waste Fee (Environment Charge) will be increased to £157.00 effective 1<sup>st</sup> July 2021 which reflects the additional obligations required to accommodate the provision of facilities and the treatment of International Catering Waste from vessels. This fee covers 100% of the costs involved in providing garbage reception facilities. This charge is reviewed annually to reflect rising waste management costs.

A summary of waste management procedures can be found at [www.southamptonvts.co.uk](http://www.southamptonvts.co.uk).

## 1. INTRODUCTION

The Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 require ports, harbours, terminals, installations, marinas, piers and jetties to provide and manage waste reception facilities for ship-generated wastes. The Regulations set out a structured planning process for waste management issues, including a formal consultation process and the estimation of the amounts of different wastes landed at ports.

### **This Plan covers the ABP facilities at the commercial Port of Southampton only.**

The 2003 Regulations implemented a number of requirements for vessels including:

- Ships to provide notification before entry into port of the waste they will discharge, including information on types and quantities;
- Ships to deliver their waste to port reception facilities before leaving port, unless they have sufficient dedicated storage capacity for the waste and for it to be accumulated until the next port of call; and
- Ships to pay a mandatory charge to significantly contribute to the cost of port reception facilities for ship-generated waste, whether they use them or not.

The Regulations also require the management of waste arising from cargoes and associated activities to be addressed in PWMPs. Within ABP, these waste streams are generally dealt with under separate arrangements from those for ship-generated MARPOL waste. This Plan also includes the arrangements for these waste streams.

A number of vessel types fall outside the scope of the new Regulations and, as such, do not have to notify or offload waste or pay a mandatory charge. Separate arrangements will be made to deal with the waste these vessels generate. The categories and the arrangements made are outlined in Appendix B.

This Plan has been prepared taking into account the advice contained in the Maritime and Coastguard Agency's (MCA) 'Port Waste Management Planning – A Guide to Good Practice'. This document has been approved by the MCA and copies will be held at the MCA offices in Southampton and published on-line at [www.southamptonvts.co.uk](http://www.southamptonvts.co.uk).

## 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 minimise pollution from ships. MARPOL 73/78 covers the main forms of ship generated waste in specific annexes which are summarised in Table 1.

**Table 1 MARPOL Regulations relating to reception facilities**

Annex	Category of Waste	Annex in force?	Reception facilities required?	Types of waste for reception
I	Oil	✓	✓	Covers all types of wastes from the carriage of oil: as fuel, engine room slops, cargo (tank washings) or dirty ballast water.
II	Noxious liquid substances in bulk	✓	✓	Chemical wastes derived from bulk chemical transportation, including residues and mixtures containing noxious substances
III	Harmful substances carried by sea in packaged form	✓	x	-
IV	Sewage from ships	✓	✓	Raw sewage – retained in holding tanks for disposal in port or outside 12nm Partially treated sewage – retained in holding tanks for disposal in port or outside 3nm
V	Garbage from ships	✓	✓	Garbage includes domestic (food and packaging) and operational (maintenance, cargo and miscellaneous) wastes See Appendix A
VI	Air pollution from ships (SO <sub>x</sub> and NO <sub>x</sub> )	✓	✓	Ports should be capable of providing reception facilities for exhaust gas residues

MARPOL Regulations for the provision of reception facilities for ship-generated waste are transposed in UK legislation by the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003. These Regulations require harbour authorities and terminal operators to provide waste reception facilities for ships. The facilities must be adequate (of sufficient capacity and appropriate design) to meet the needs of ships using them without causing them undue delay.

Waste reception facilities can be fixed installations or mobile conveyances, as appropriate. In assessing what facilities are to be provided, factors to be taken into

account are numbers, types and sizes of vessels, the trades in which they are engaged and any prospective changes. It is for the operator to decide which combination or types of facilities would be most suitable. A reasonable charge may be made for the use of the facilities.

Waste reception facilities at ABP managed berths for the disposal of Annex I (Oil), Annex II (Noxious Substances), Annex IV (Sewage) and Annex V (Garbage) wastes are provided in accordance with the MARPOL Regulations under the Prevention of Pollution (Reception Facilities) Order 1984 and the Merchant Shipping (Reception Facilities by Garbage) Regulations 1988 (Section 5) and the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003.

## **2.2 THE ENVIRONMENTAL PROTECTION ACT 1990 – DUTY OF CARE**

The Environmental Protection Act 1990 (as amended) imposes a Duty of Care on all persons in the waste management chain to take all reasonable measures to ensure that waste is safely and legally disposed. The waste must be safely contained, transferred only to authorised persons and a Waste Transfer Note (WTN), containing specified information, must be completed by the two parties when waste changes hands. These WTNs must be kept for a minimum of two years.

An authorised person is a holder of a Waste Management Licence under Section 35 of the Environmental Protection Act 1990 or a registered waste carrier under the Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991, as amended.

ABP accepts that it has a Duty of Care for the correct transfer for the disposal of waste landed by vessels into facilities provided on its managed berths. However, ABP does not generate any of this waste through its own activities and, therefore, it does not take ownership of the waste at any point. ABP is not be considered as the ‘waste producer’ – this is considered to be the Master of the vessel. ABP’s Duty of Care is incorporated within the service it provides to the vessels using its managed berths and the associated waste reception facilities.

## **2.3 MERCHANT SHIPPING AND FISHING VESSELS (PORT WASTE RECEPTION FACILITIES) REGULATIONS 2003**

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003<sup>1</sup> transpose the requirements of Directive 2000/59/EC of the European Parliament and Council on for reception facilities for ship-generated waste and cargo residues, as amended, into UK law. The MCA’s Marine Guidance Note 563 provides guidance on the Regulations. In 2019, Directive (EU) 2019/883 of the European Parliament and of the Council repealed Directive 2000/59/EC. However, at the time of preparation of this plan the 2003 Regulations remain in force in England.

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<sup>1</sup> The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809) as amended.

Harbour authorities and terminal operators (including marinas) are required to provide waste reception facilities that are adequate to deal with waste of types covered by the Regulations from ships normally using the harbour or terminal. Harbours and terminals are required to produce Waste Management Plans detailing the provisions made and to submit them to the MCA on behalf of the Secretary of State for Transport for approval. The harbour authority (or terminal operator where the operator has prepared the Plan) is required to implement the approved Plan.

The 2003 Regulations include the following requirements:

- i) a duty on vessels to deliver waste to reception facilities in the harbour or terminal of call;
- ii) a requirement for a vessel to notify the harbour or terminal in advance of arrival of the amount of waste to be discharged, and
- iii) a duty for harbour authorities and terminal operators to impose charges to cover the costs of waste reception facilities for ship-generated waste.

The 2003 Regulations contain powers for the Secretary of State to grant exemptions from some of the provisions contained in the legislation. Vessels which satisfy certain criteria – that they operate a ‘scheduled’, ‘frequent’ and ‘regular’ service between ports, according to the definitions contained in Marine Guidance Note 563 – will be exempted from the requirements relating to advance notification of waste, mandatory discharge of waste and payment of a charge to cover the provision of reception facilities.

## **2.4 ANIMAL BY-PRODUCTS (ENFORCEMENT) (ENGLAND) REGULATIONS (INTERNATIONAL CATERING WASTE)**

The Animal By-Products (Enforcement) (England) Regulations 2013, regulated by the Department for the Environment, Fisheries and Rural Affairs (Defra), make provision in England for the administration and enforcement laying down health rules concerning animal by-products not intended for human consumption. The Regulations also cover procedures for the disposal of catering waste from international means of transport.

### **International Catering Waste**

ICW is a high-risk category 1 animal by-product (ABP). ICW is defined as being “catering waste from means of transport operating internationally.” It is the ship’s master, as the producer of the waste, who is responsible for ensuring the correct declaration and disposal route for ICW.

ICW includes all food waste from planes, vehicles or ships travelling internationally and within EU territory. Food waste from planes, vehicles or ships is classified domestic catering waste when:

- operating within the UK, Channel Islands and Isle of Man
- travelling from Northern Ireland to Great Britain

In accordance with the Northern Ireland protocol, the European Union classifies food waste from planes, vehicles or ships travelling from Great Britain to Northern Ireland as ICW.

ICW is defined as food waste from international transport vehicles including:

- cruise ships
- private or commercial yachts and boats
- armed forces ships and submarines
- ferries

Food and drink is not considered ICW until it is no longer intended for human consumption or has been mixed with food waste. For example, a carton of milk is considered ICW only when thrown away.

In England, Defra has produced guidance information for the handling and disposal of ICW landed from vessels. This guidance is available at [Handling and disposing of international catering waste - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste).

ICW should be declared to ABP via the Agents On-line portal via [www.abpnotify.co.uk](https://www.abpnotify.co.uk).

### **Declaring Waste as Domestic Catering Waste**

Any food waste produced by your vessel or aircraft while travelling within the UK, Channel Islands and Isle of Man will be considered domestic waste if:

- you clean and disinfect all areas on your vessel that come into contact with food (galley, store rooms)
- any restocking is done inside the UK, Channel Islands and Isle of Man

Vessels must [complete a written declaration](#) to show that all these actions have been taken.

On a ship, this form must be completed by the ship's master, and handed to the port or harbour authority, marina, boatyard or naval yard operator for audit by APHA. Completed forms should be submitted to ABP via [contactus@abports.co.uk](mailto:contactus@abports.co.uk).

Catering waste from submarines and fishing vessels that do not land outside the UK, Channel Islands and Isle of Man or re-stocked with food outside of UK, Channel Islands and Isle of Man waters is not considered to be International Catering Waste.

Only vessels which have made a declaration to the Animal and Plant Health Agency (APHA) that all their ships stores have been completely emptied, cleaned, disinfected and restocked following their last international voyage will be able to deposit their galley waste into general garbage bins along with other domestic refuse from the crew's quarters. The Defra guidance contains a form for such a declaration. The form can be

accessed via [Declaration Regarding the Disposal of Catering Waste from a Means of Transport Operating Internationally \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/declaration-regarding-the-disposal-of-catering-waste-from-a-means-of-transport-operating-internationally.pdf) .

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

## 2.5 THE LANDFILL REGULATIONS

The Landfill Regulations 2002 introduce a requirement to pre-treat waste prior to disposal at landfill. Waste will have been considered to be pre-treated if it has undergone a physical, thermal or biological process including sorting that:

- i) changes the characteristics of the waste; and
- ii) does so in order to reduce its mass, or reduce its hazardous nature or facilitate its handling or enhance its recovery.

In practice, this requirement is implemented by ABP's appointed waste contractors, Veolia, which undertakes pre-treatment at an off-site facility.

## 2.6 HAZARDOUS WASTE REGULATIONS

Waste is defined as being 'hazardous' if it appears as an entry in the European Waste Catalogue and includes items such as oils, batteries or fluorescent light tubes. For a full listing of all hazardous waste categories, visit [Classify different types of waste - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/classify-different-types-of-waste.pdf).

Hazardous waste must not be placed in the general garbage facilities, which are for the disposal of Annex V waste streams only. Should a ship wish to land hazardous waste streams, they should contact an approved waste contractor directly – see Appendix D.

Prior to the removal of the waste within the Port of Southampton, the ship's Master has a responsibility to obtain and complete a consignment note from the registered waste contractor. Where waste is being moved by a tanker, the note should be prepared in advance of pumping the waste.

The Master of the vessel must:

- Prepare two copies of the consignment note for himself and the consignee (waste contractor);
- Complete parts A, B and D on each copy;
- Retain a copy; and
- Give one copy to the operator of the reception facility (consignee) [In ABP ports this would be the waste contractor.]

Part C of the consignment note is not completed for this transfer.

The consignee (the waste contractor) then completes Part E of the consignment note, which contains details of the total quantity of waste received from the ship for each EWC (European Waste Catalogue) coded waste. Both the waste contractor and the Master of the vessel should each receive a completed copy of the consignment note. As long as the transfer is undertaken by a direct contract method (i.e. between the Master/Agent and the waste contractor directly), it is not a requirement for the port authority (ABP) to receive a copy of the consignment note.

The Hazardous Waste Regulations 2005 require premises, which generate hazardous wastes, to be registered with the Environment Agency. Ships, however, are exempt from the need to notify as premises, regardless of the amount of waste produced. However, a consignment note must still be produced and should feature a unique consignment note code. For example:

**Example of Coding Standard = SHPXXX/YYZZ**

where

**SHP** demotes a collection of waste from a ship

**XXX** is any alphanumeric that may be used as required, e.g. this could be the first part of a postcode or a shortened version of the port name or waste contractor's name

**YYY** is any alphanumeric denoting the trading name of the business that operates the ship

**ZZ** is an alphanumeric giving the collection a unique identifier

E.g. For a movement of waste from Container Shippers PLC from a ship in a harbour with a postcode SO14 3QN: SHPSO14/CON01.

In the event of uncertainty, the Environment Agency may be contacted on 03708 506 506 or [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk).

### **3. THE PORT OF SOUTHAMPTON**

#### **3.1 THE PORT OF SOUTHAMPTON**

ABP Southampton is the Statutory Harbour Authority for the Port of Southampton comprising the Central Solent, Southampton Water and the rivers Test and Itchen.

ABP owns and operates the 300-hectare Port estate located at the confluence of the rivers Test and Itchen at the head of Southampton Water. The Port estate is separated into two main areas, the Eastern Docks where trades handled include vehicles, ro-ro, grain and cruise vessels and the Western Docks handling containers, fresh produce, bulks, cruise vessels, vehicles and ro-ro cargoes.

Located within ABP's estate are a number of terminal operators who make separate arrangements for handling ship generated waste (Dedicated Terminals) see Table 2 below. This Port Waste Management Plan refers to ABP managed facilities only. For waste management procedures at Dedicated Terminals, the Operator should be contacted directly.

### 3.2 PWMP STATUS OF BERTHS WITHIN THE PORT OF SOUTHAMPTON

**Table 2 Operator Status of Berths at ABP Southampton**

Terminal name	Operator	Cargoes handled	PWMP Status
20/21 Berth	Williams Shipping	Small vessels	Dedicated Terminal
22 Berth	ABP	ABP Patrol Vessels	ABP Managed
23 Berth	J H Whitaker Ltd	Tankers	Dedicated Terminal
25 Berth	Multi – User	RoRo traffic	ABP Managed
26/27 Berth	Oceanography Centre	Research Vessels	Dedicated Terminal
30/31 Berth	Multi - User	RoRo traffic various	ABP Managed
32/33 Berth	Multi - User	Mixed cargo	ABP Managed
34/35 Berth	Wallenius Wilhelmsen	RoRo traffic	ABP Managed
36 Berth	Southampton Grain Terminal	Grain	Dedicated Terminal
37 Berth	Multi – User	Multi-purpose	ABP Managed
38/39 Berth	Cruise Terminal	Passenger vessels	ABP Managed
40/41 Berth	Multi – User	RoRo traffic	ABP Managed
43 Berth	Multi – User	RoRo traffic	ABP Managed
44/45 Berth	Multi – User	Mixed cargo	ABP Managed
46 Berth	Multi – User	Cruise	ABP Managed
101 Berth	Cruise Terminal	Cruise/Lay-by	ABP Managed
102 Berth	Multi – User	LoLo/RoRo vessel	ABP Managed
102/3 Berth	Multi – User	Multi-purpose	ABP Managed
103/4 Berth	Canary Fruit Terminal	Fruit/Vegetables	ABP Managed
105 Berth	Multi – User	RoRo Vessels	ABP Managed
106 Berth	Cruise Terminal	Passenger Vessels	ABP Managed
107-9 Berth and former Dry Dock	Solent Stevedores	Dry bulk	ABP Managed
110 Berth	Multi- User	Lay-by	ABP Managed
Container Terminal – Berths SCT 1-5	DP World Southampton	Containers	Dedicated Terminal

### 3.3 ABP SOUTHAMPTON OIL SPILL RESPONSE PLAN

Ships' Masters and Officers are required to immediately notify ABP Southampton [tel: +44 (0)23 8060 8208], as the Port Authority, of any involuntary discharge of oil, oil-based products and other hazardous substances.

The Port of Southampton has prepared an Oil Spill Contingency Plan according to the requirements of the Merchant Shipping (Oil Pollution Preparedness and Response Convention) Regulations 1997. The OPRC Plan was prepared in accordance with the MCPU Guidelines for ports, harbours and oil handling facilities. Upon such notification ABP's Emergency Plan for the Port of Southampton will be activated. Oily wastes and other chemicals collected as a result of these actions will be disposed of by road or barge, using the services of an approved waste contractor.

### **3.4 MARPOL SPECIAL AREA**

The English Channel is designated as a “MARPOL Special Area” where more stringent waste disposal regulations are imposed. For example, the disposal of any garbage, other than food wastes, into the sea is prohibited and food wastes can only be disposed of more than 12 miles from land. The implications of this designation on the amounts of waste that should be landed by ships using the Port of Southampton and the subsequent requirement for waste reception facilities have been considered during the preparation of this Port Waste Management Plan.

## **4. CONSULTATION**

ABP Southampton is required to consult with all port users and other organisations having a reasonable interest in the proper disposal of waste arising from shipping activities. PWMP users and Ship’s Agents have been given the opportunity to comment on the provisions of the revised arrangements prior to the submission of the PWMP to the MCA for their views and comments.

ABP asked consultees for their views on the following:

- overall operation of the existing Port Waste Management Plan;
- type, capacity, number and adequacy of reception facilities;
- location and ease of use of reception facilities; and
- cost of facilities and the ABP Mandatory Waste Fee.

A list of consultees is included at Appendix C.

The consultation was launched in May 2021 with ABP inviting those organisations included in Appendix C to comment.

Following approval by the MCA, the finalised Port Waste Management Plan for ABP Southampton will be circulated to all consultees and placed on the Port’s VTS website.

## **5. PRIOR NOTIFICATION OF WASTE TO BE LANDED**

### **5.1 LEGAL REQUIREMENT**

The Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 (as amended) require vessels to notify their next port of call of the types and amount of waste they will be discharging during their time alongside. This information must be given at least 24 hours in advance of arrival or as soon as they leave their last port. ABP has developed an electronic notification system to manage this information.

## 5.2 ABP PRIOR NOTIFICATION SYSTEM

ABP has created a website designed specifically to deal with the advance notification of all types of waste that ships may land. It provides an advance notification service for both MARPOL and cargo-associated wastes and is located at [www.abpnotify.co.uk](http://www.abpnotify.co.uk).

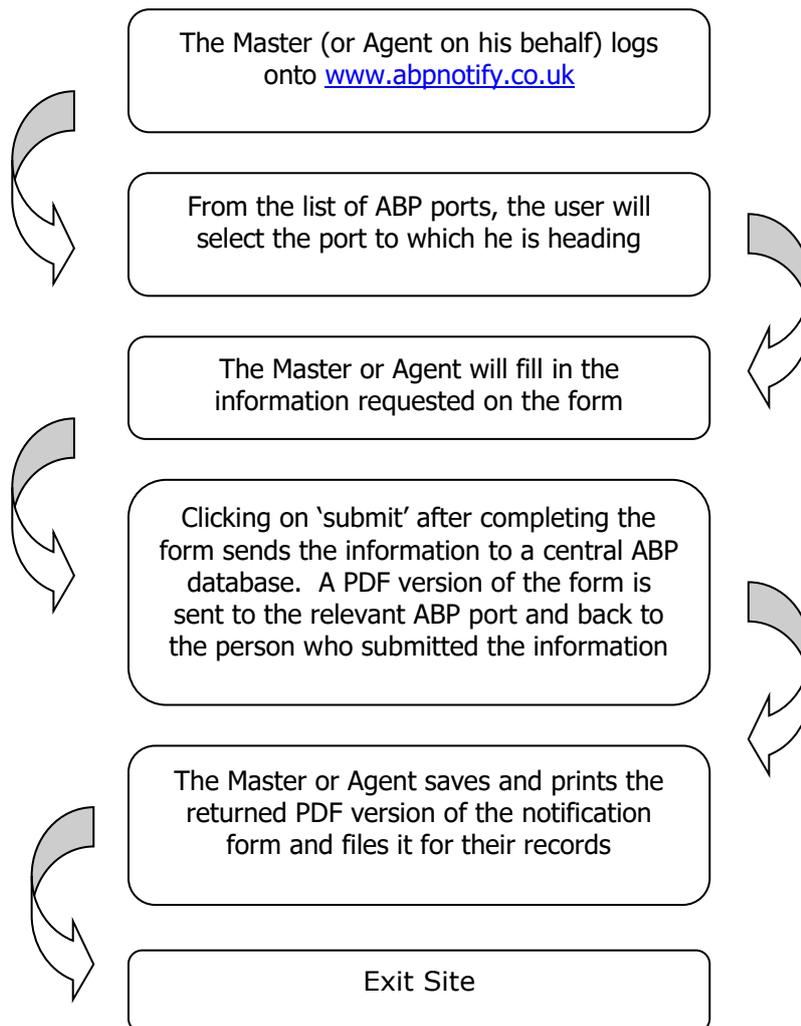
The user, either the Master or the ships' Agent on his behalf, selects the port his vessel is approaching from a list on the home page. He will then be presented with an online form which requests the name of the vessel, flag state, type and amount of waste to be landed, etc. Once the form has been completed and the Master or the Agent presses the 'submit' button on the screen, the information given is processed in three different ways:

- Firstly, the information is delivered to a computer server which codes the data as 'belonging' to a particular port and stores it;
- Secondly, the system generates a PDF file, which is forwarded to the port to which the vessel is heading; and
- Finally, the system generates a second PDF file and sends it back to the email address of the person who submitted the information. This allows a copy of the Prior Notification form to be downloaded/printed for the ship's own record as confirmation that their waste information has been logged in advance of arrival. This version can be stored on board, in either hard or electronic format, to prove to Port State Control or MCA officers that the vessel has an audit trail for its waste management practices.

The ABP Operations Department has access to Prior Notification database and is able to reproduce hard copies of the notification submissions. This is necessary in case ABP becomes aware of a problem with a vessel and needs to check whether a waste return has been filed. ABP reserve the right to select a notification at random and liaise with the Master for accurate verification.

Figure 1 details the process of the Prior Notification System.

**Figure 1 – Prior Notification System**



### 5.3 BACK-UP SYSTEM

If, for some reason, access is denied to the waste website address, or there are difficulties in submitting the notification form, a back-up system has been developed. The Port holds blank copies of the prior notification form, which will be available to

Masters or Agents either by email or in paper format. The relevant waste information will be able to be entered onto the form and then faxed to the appropriate ABP port.

Vessels or Agents should keep the fax transmission report as proof that the notification was given in advance of arrival. ABP will handle the recording of the information on the computer system should this circumstance arise. An example of the Prior Notification form is included at Appendix E.

## **6. WASTE RECEPTION FACILITIES**

### **6.1 RESPONSIBILITIES**

#### **6.1.1 ABP as Statutory Harbour Authority**

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) set out the roles and responsibilities of a harbour authority or terminal operator. These requirements are set out below:

ABP in its capacity as harbour authority and/or terminal shall prepare a waste management plan with respect to the provision and use of waste reception facilities in the harbour and/or terminal (regulation 6) for submission to the Secretary of State (Maritime and Coastguard Agency) for approval.

ABP has a duty to ensure that adequate and convenient garbage reception facilities are available at ABP managed berths (regulation 4(1)).

ABP is entitled recover a significant proportion of the costs involved in waste management from the ships visiting the Port (paragraphs 13, 14). This is undertaken via a Mandatory Waste Fee (Environment Charge) levied on all eligible vessels.

ABP has appointed Veolia Environmental Services plc (Veolia) to undertake the provision of MARPOL Annex V waste facilities (regulation 4(3)) declared under the Prior Notification system (regulation 11). ABP maintains and publishes a list of approved licensed waste contractors who are able to provide appropriate waste collection and disposal facilities to port users for all MARPOL Annex wastes. The list of approved contractors is not exclusive and is open to addition and amendment upon production of the necessary licence information (see also Section 6.1.4). The current list of approved licensed waste contractors is contained in Appendix D. Enquiries relating to the list should be addressed to the Operations Department on +44 (0)23 8048 8800.

ABP Southampton is not the producer of the ship-generated waste covered by this Plan. ABP's responsibility is to provide temporary storage facilities prior to the waste being removed by an approved contractor for onward disposal at a licensed site.

The Port collates annual records of waste landed. These records originate from the Prior Notification database and Veolia and are summarised in Appendix G.

This Port Waste Management Plan is owned by the ABP Southampton Operations Team and forms part of ABP's Compliance Management System. The ABP Compliance team audit the Port of Southampton on matters covering health and safety, security and environment on a regular basis. This audit includes verification of the implementation of the PWMP measures against enabling legislation and guidance. Should any recommendations be identified the Port is required to implement such recommendations as soon as practicable. Such measures are included in a report to the ABP Board.

### **6.1.2 Terminal Operators**

Waste management planning within specific terminal areas is the responsibility of the Terminal Operator, who is required to ensure that suitable waste reception facilities can be provided in line with MARPOL regulations. Terminal Operators shall implement their own Port Waste Management Plans in accordance with the MARPOL regulations and all applicable waste legislation. Dedicated Terminal Operators may have to consider setting up prior notification systems for non-exempt vessels using these facilities. The PWRF Regulations make provision for such Terminal Operators to levy their own waste fees on visiting vessels to make a significant contribution to the costs of the waste reception facilities provided.

ABP Southampton does not take any responsibility for the Port Waste Management Plans or other arrangements made by dedicated Terminal Operators.

Where an Operator makes use of an ABP-managed berth, i.e. his vessels may have priority on the berth but he does not operate it exclusively, he may, by arrangement, make use of the waste reception facilities provided under ABP's own waste management arrangements. Vessels using such facilities will be expected to use ABP's prior notification system and will pay the ABP Mandatory Waste Fee (Environment Charge).

### **6.1.3 Ships' Agents**

Ships' Agents acting on behalf of ship owners, Masters or managers in arranging provision of waste disposal facilities or services shall, at all times, pay due regard to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, all applicable waste legislation and the general provisions and requirements set out in this Port Waste Management Plan.

There is a key role for Agents to submit information concerning waste to be landed to ABP's Prior Notification system. They must undertake the advance notification aspect if their vessels cannot do it themselves including making sure the vessel receives a copy of the returned prior notification form for its own records. Additionally, Agents may be responsible for making the arrangements between the ship and waste management contractors for the removal and disposal of all non-garbage, non-operational waste. This includes MARPOL Annex I (oil and oily wastes) Annex II (hazardous or noxious

substances in liquid form), and Annex IV (sewage). If the vessel intends to discharge any of these wastes, the Prior Notification form must be completed.

Ships' Agents are required to keep full records of requests made by Ships' Masters for the provision of reception facilities as well as the amounts of wastes transferred to approved waste contractors. Agents are required to keep records of the Waste Transfer Notes generated by waste landed from their vessels for a minimum of 2 years under the requirements of the Environmental Protection Act 1990 or a minimum of 3 years for Hazardous Waste Consignment Notes.

#### **6.1.4 Waste Management Contractors**

Appendix D lists the authorised waste contractors who are approved to operate in the Port of Southampton by virtue of their Waste Management Licence / Environmental Permit issued in accordance with Section 35 of the Environmental Protection Act 1990 (as amended), or Disposal Licence issued under Section 5 of the Control of Pollution (Amendment) Act 1989.

If an Agent or Terminal Operator wishes to use a contractor who does not appear on this list, they shall provide ABP's Operations Department on +44 (0) 23 8048 8800 of the following:

- Name of the waste contractor;
- Copy of valid Waste Management Licence (where appropriate);
- Proof of registration as a waste carrier;
- Statement of the waste contractor's Environmental Policy;
- List of specific types of waste to be handled by the waste contractor; and
- Procedures for collection and disposal of the categories of waste handled by the contractor.

This information shall be provided to ABP **before** using the services of the new contractor, except in an emergency.

By law, a Waste Transfer Note or Consignment Note must be generated by the waste contractor when waste is collected from the port and a copy left with the organisation employing the contractor (i.e. port authority, terminal operator, ships' Agent, etc.) The details in the transfer note form the basis of the records to be kept by the Port of Southampton of the amount of waste transferred from the port estate to disposal sites in any given year. ABP will use the information gathered from the Prior Notification forms and the Waste Transfer Notes to provide a more accurate picture of the amount of waste landed and taken for disposal from the Port of Southampton. This information is required not only for returns made to Government but also for ABP's own records, as reported in the company's annual Corporate Responsibility Report.

#### **6.1.5 Maritime and Coastguard Agency (MCA)**

The MCA is the Government agency responsible for the implementation of the Port Waste Management Regulations and the approval of Port Waste Management Plans. If ships are not fulfilling the requirements of the legislation, such as failing to notify waste to be landed in advance of arrival, they may be targeted for inspection by the MCA.

The notification information supplied must demonstrate that the vessel has sufficient storage capacity and that the proposed destination port/terminal has adequate reception facilities. Where there is any cause for concern that the destination port/terminal has inadequate facilities, the destination is unknown or the vessel does not have sufficient capacity and could pollute during her next journey then the local Marine Office should be contacted immediately - an MCA surveyor will then investigate. If MCA officials believe there is a risk that waste could be disposed at sea they may direct a vessel to deliver its waste before it leaves the port or terminal.

## 6.2 VESSELS FALLING OUTSIDE THE SCOPE OF THE REGULATIONS

For fishing vessels, recreational craft and the other classes of vessels, which are exempted or otherwise exempt from the Regulations, ABP Southampton or the appropriate Terminal Operator must still provide adequate waste reception facilities. The costs of these will be met from Harbour Dues or other charges levied on the vessels in question. Waste management costs are available from the Operations Manager on +44(0)23 8048 8800 upon request.

Where vessels do not have to provide advance notification of waste to be landed, ABP Southampton may not necessarily be aware how much or what type of waste has been landed. Overall waste totals may therefore be a less precise figure than actually landed.

## 6.3 PROVISION OF RECEPTION FACILITIES BY MARPOL ANNEX

Table 4 shows the categories of waste, which are likely to be landed under the MARPOL Regulations at the Port, taking into account the types of ships and cargoes handled. Unusually large quantities of any type of waste will always require at least 24 hours notice. This should be given through the ABP Prior Notification system and also directly to the waste contractor involved. The table also shows responsibility for making the necessary arrangements.

**Table 4 Categories of waste expected to be landed in the Port of Southampton and responsibility for the provision of associated facilities**

MARPOL Annex	Type of Waste	Frequency of use of facilities	Responsibility for the access / provision of facilities
Annex I	Oil	Common	Terminal Operators / Ships' Agents

Annex II	Hazardous substances	Infrequent	Terminal Operators / Ships' Agents
Annex IV	Sewage	Infrequent	Terminal Operators / Ships' Agents
Annex V	Garbage	Common	Associated British Ports/ Terminal Operators / Ships' Agents
Annex VI	Exhaust gas residue wastes	Infrequent	Terminal Operators / Ships' Agents

Table 5 overleaf summarises the type and capacity of reception facilities and the arrangements in place for the reception of waste in each MARPOL Annex.

**Table 5 Type and Capacity of Port Waste Reception Facilities at ABP Southampton**

	Annex I OILY WASTES	Annex II NOXIOUS OR HAZARDOUS SUBSTANCES	Annex IV SEWAGE	Annex V GARBAGE			Annex VI SO <sub>x</sub> , NO <sub>x</sub>
Example of Waste	Oily garbage Dirty ballast water Tank washings Oily mixtures containing chemicals Scale and sludge from tank cleaning operations Sludge from purification of fuel oil	Categories A, B or C	Black water	MARPOL Annex V Domestic garbage	Food waste including International Catering Waste	Cargo Waste	Exhaust Gas Residues
Type of facility	Collection by road tanker or barge	Collection by road tanker	Collection by road tanker	MARPOL barge and suitable waste containers	Leak proof and sealed containers	23 open, covered and lockable skips	Collection by road tanker or barge
Capacity of facility	7– 20 m <sup>3</sup> tanker 30 m <sup>3</sup> barge or 320 m <sup>3</sup> barge	8 – 20 m <sup>3</sup> tanker	8 – 20 m <sup>3</sup> tanker	Up to 75 m <sup>3</sup> by barge each FEL container has 8 m <sup>3</sup> capacity	1100 l reception units	2 – 15 yd <sup>3</sup> skips	8 – 20 m <sup>3</sup> tanker 30 m <sup>3</sup> barge or 320 m <sup>3</sup> barge
Method of Notification	Email waste contractor directly. <a href="mailto:marineoperations@veolia.co.uk">marineoperations@veolia.co.uk</a>	Email waste contractor directly. <a href="mailto:marineoperations@veolia.co.uk">marineoperations@veolia.co.uk</a>	Email waste contractor directly. <a href="mailto:marineoperations@veolia.co.uk">marineoperations@veolia.co.uk</a>	Waste placed directly in bins provided by ship's crew	Waste placed directly in bins provided by ship's crew	Fixed facility. Waste placed directly in skip by ship's crew or stevedores	Email waste contractor directly. <a href="mailto:marineoperations@veolia.co.uk">marineoperations@veolia.co.uk</a>
Notice required	24 hrs	24 hrs	24 hrs	24 hrs service	24 hrs	No notice required	24 hrs
Frequency of emptying	On request	On request	On request	Matches demand	Matches demand	Matches demand	On request

### **6.3.1 Annex I – Oil**

Ships' Agents, using licensed waste contractors, are responsible for making arrangements for the collection of oily wastes from all areas of the Port. Collection is either by marine barge or by road tanker. Most waste contractors require 24 hours notice to collect oily waste. Collections of oily wastes from vessels or road tankers are subject to the requirements of Notice to Mariners 2016/24 – for further information, please refer to

[http://www.southamptonvts.co.uk/Yachting\\_and\\_Leisure/Notices\\_to\\_Mariners](http://www.southamptonvts.co.uk/Yachting_and_Leisure/Notices_to_Mariners).

Accidental oil spills must be reported to VTS on +44(0) 23 8060 8208.

### **6.3.2 Annex II – Hazardous substances**

Bulk vessels are not considered to require the provision of fixed facilities for the reception of tank washings at the present time.

Washings from tankers can be readily disposed of by approved waste contractors. This is generally by road tanker, with arrangements being made through the ships' Agents. Most contractors require 24 hours notice. Tank washings are not allowed to be discharged into surface waters.

Accidental chemical spills must be reported to VTS on +44(0) 23 8060 8208.

### **6.3.3 Annex IV – Sewage**

At ABP managed berths, sewage is disposed of via the same 'direct contract' arrangements between a ship, and her Agent, and an approved waste management contractor, as are in place for Annex I and II substances.

### **6.3.4 Annex V – Garbage**

ABP provides covered bins for the disposal of Annex V garbage and food waste – including International Catering Waste - at fixed locations around the Port estate for ABP managed berths. A licensed waste contractor, Veolia Environmental Services plc, empties these bins on a regular basis. This process is kept under constant review and the frequency of collection, number of bins and locations can be altered to meet demand. These facilities are available to ships on ABP-managed berths at all times. Ships' crews are expected to use the appropriate bins for the waste to be correctly disposed. They are also expected to make sure the waste is placed totally inside the receptacle and that the lid is shut firmly to prevent birds, rodents or rain from getting in or the contents escaping.

Some wastes from ships cannot be treated as ordinary garbage and have special handling requirements. Some level of waste stream separation or segregation is, therefore, required on board. Oily garbage and solids should be separated from general garbage and arrangements made with licensed waste contractors for collection.

Only vessels which have made a declaration to the Animal and Plant Health Agency (APHA) that stores have been completely emptied, cleaned, disinfected and restocked following their last international voyage will be able to deposit their galley waste into general garbage bins along with other domestic refuse from the crew's quarters. A declaration must be made by the Master or Agent to this effect. The declaration can be found online and accessed via <https://www.gov.uk/government/publications/declaration-of-the-disposal-of-catering-waste-from-international-means-of-transport>.

**Food waste originating outside the UK (International Catering Waste, ICW) must be brought ashore in leak-proof bags and deposited in the specially marked bins following specific arrangements with an approved waste contractor.**

Paint tins still containing paint are treated as hazardous waste and can only go to licensed disposal sites. They should be dealt with accordingly and collected by an approved contractor. For more information, please refer to section 2.6.

### **6.3.5 Annex VI – Sulphur and Nitrous Oxides**

MARPOL Annex VI regulates shipboard incineration and the emissions of volatile organic compounds from tankers. Wastes falling within the definition of this Annex include products associated with removing the sulphur and nitrous oxides from vessel exhaust gases. At ABP managed berths, Annex VI wastes are disposed of via 'direct contract' arrangements between a ship or and her Agent, and an approved waste management contractor.

## **6.4 CARGO-ASSOCIATED WASTE**

Throughout ABP ports, cargo-associated waste such as dunnage, packaging and strapping, is dealt with under the same arrangements as for waste generated through the operational activities taking place on the quayside, such as stevedoring. It is not considered as part of the MARPOL ship-generated arrangements. The only exception to this procedure is for the purposes of prior notification of waste to be landed, where information on cargo-associated waste and cargo residues is requested as part of the advance notification system.

ABP Southampton also provides large general skips for the disposal of operational waste. ABP's Services Department controls the number and location of these bins around the Port estate.

## **6.5 WASTE MINIMISATION AND RECYCLING**

ABP has a corporate policy to encourage the responsible management of waste, including minimisation and recycling, at the point of its generation. However, the management of ship-generated waste on board vessels, and the extent to which waste is minimised at source, is a matter for ship owners and operators. Facilities on vessels

may include oily waste separators, incinerators, compactors, shredders, sewage treatment facilities and the separation at source of garbage wastes for recycling or discrete disposal routes. This information has been used to determine the waste management arrangements currently in place at the Port of Southampton. Although careful minimisation and treatment of such wastes at source will reduce the amount of waste landed in ports, it will not eliminate it altogether.

Although no direct recycling facilities are placed at the quayside for the reception of ship-generated waste, the Landfill Regulations place a legal obligation for waste streams to have been processed to separate out materials for recycling. Veolia undertakes separation of ship-generated waste at off-site facilities to maximise recycling opportunities. This minimises the amount of waste facilities to be placed at the quayside where space is at a premium and health and safety risks can be minimised.

Waste contractors collecting oily wastes streams (sludge) from vessels recycle this waste stream.

## **6.6 COMPLAINTS PROCEDURE**

### **6.6.1 Inadequate Facilities**

MGN 563 states “Under the 2003 Regulations as amended ports must provide adequate reception facilities to receive the types and quantities of waste from ships normally using the harbour or terminal.” Ports and terminals should also make information available on how to report alleged inadequacies of waste reception facilities.

Where possible, the Master of a ship or Agent faced with a lack of reception facilities should bring the alleged inadequacy to the attention of the port or terminal concerned immediately via [port.planning@abports.co.uk](mailto:port.planning@abports.co.uk).

If the problem is not resolved at the time to his satisfaction, the Master should complete the annexed form either directly or through the ship owner or agent, and send it to the MCA at the following address:

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

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

For inadequacies in UK ports the Master or Agent should provide full information about the incident including time and date, a full account of the inadequacy and the action taken by the port/terminal 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:

- In the case of non-UK ports/terminals inform the port state of the alleged inadequacy and also notify the IMO Secretariat; or
- In the case of UK ports/terminals, by referring to the respective approved PWMP, take up the matter of the alleged inadequacy directly with the port and/or terminal concerned and notify the European Commission.

Should any vessel experience inadequate waste reception facilities within ABP Southampton, they should refer the matter immediately to the Operations Department on +44 (0) 23 8048 8800. Should the matter not be resolved following communication between the Operations Department and/or the waste contractors involved, the Master or Agent is invited to write to the MCA at the address above.

### **6.6.2 Vessel Non Compliance**

MGN 563 (Amendment 1) notes that where possible, the port or terminal operator faced with a ship that has not complied with the need to notify and/or offload waste should inform the nearest MCA Marine Office.

In the event that ABP becomes aware of a ship that has not complied with the need to notify and/or offload waste, it will inform the nearest MCA Marine Office. Such vessels may then be targeted by MCA for inspection and onward destination ports/terminals will be warned of their non-compliance by the MCA.

Masters and owners of ships that fail to comply with the requirements may 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 Regulations as amended.

## **7. LOCATION OF FACILITIES AND EASE OF USE**

Based largely on operational requirements established during the lifespan of the Port Waste Management Plan, ABP has considered how best to locate its garbage reception facilities to ensure that there is no disincentive to their use. Table 6 identifies the locations of waste reception facilities at ABP managed berths. In determining the most suitable locations for the placement of waste reception facilities, ABP has considered the following factors:

- Access
- Distance from berths

- Visibility
- Lighting
- Colour and symbols

**Table 6 Location of Ship-Generated Waste Reception Points at the ABP-managed berths of the Port of Southampton**

Location in Port	Location on Berth
30 Berth	Adjacent to berth next to linkspan
34/35 Berth	By toilet block
38/39 Berth	Beyond third door South from recess
42/43 Berth	By High Mast Light
46/47 Berth	Adjacent to berth
101 Berth	East end of cruise terminal by AMSA fence
103 Berth	West of fence by Ranks gantry
104 Berth	By joint of Cold Store/Transit shed
105 Berth	Adjacent to linkspan
106 Berth	Inside orange fences by RoRo
106/107 Berth	Between the two berths
107 Berth	Adjacent to weighbridge
King George V Dock	Adjacent to berth

### Access

The route to and from the waste skips should be clear from obstructions to ensure safe access to both the ships' crews and the waste contractors. For reasons of safety, the skips and bins are located at the perimeters of the main operational areas. Due consideration has been given to the areas of activity of forklifts, trucks, cranes and road vehicles.

### Distance

Experience from our waste management arrangements has shown that best use is made of garbage reception facilities when there is as short a distance as possible between the vessels and the bins. In view of this observation, and also with regard to operational safety on the quaysides, where possible, waste facilities are placed in such a way as to minimise the maximum distances required for the ships' crews to travel to deposit waste.

### Visibility

As far as is reasonably practical, fixed garbage reception facilities are placed in clear view of the berths. Consideration has been given to avoid placing bins and skips behind visual and physical obstructions such as transit sheds, cargo storage areas or cranes.

## **Lighting**

The general cargo and garbage skips are located near lighting, wherever possible, so as to allow safe use at all times.

## **Symbols and colour**

There is no IMO standard symbol to depict reception facilities for food waste, although ABP, along with other members of the UK ports' industry, has suggested that one be developed.

At ABP managed berths, facilities for receiving general Annex V garbage are coloured grey. Special sealed bins for receiving ICW are co-located and are also coloured grey and marked "For the Disposal of International Food Waste".

## **8. COST OF FACILITIES**

The waste producer (ships) should bear the cost of providing waste reception facilities and for the associated treatment and disposal of the waste landed, although it is recognised that the cost of using port waste reception facilities should not be so high as to encourage disposal at sea. There is a legal obligation to ensure that the vessel pays for waste management services and this section outlines the charges made to ships for the use of the waste reception facilities.

### **8.1 MANDATORY WASTE FEE (ENVIRONMENT CHARGE)**

All ships, apart from vessels holding a MCA exemption certificate, fishing vessels and recreational craft authorised or designed to carry no more than 12 passengers, must contribute significantly to the cost of reception facilities through a mandatory charge, irrespective of their actual use of the facilities provided.

It is ABP's policy to recover 100% of the costs involved in providing waste reception facilities, including an element for our administration of the system.

ABP Southampton charges and Environment Charge to every non-exempt vessel to cover the costs of the provision of appropriate bins for receiving ship-generated garbage, the disposal of the waste, any necessary cleaning arrangements and ABP's administration costs for operating the system. The Environment Charge does NOT cover any costs associated with the disposal of the MARPOL Annex wastes outlined in section 8.2, other than Annex V garbage, or other waste streams disposed of via 'direct contract' arrangements. These will remain as separate costs to be negotiated and paid by the ship or its agent.

The calculations for the Environment Charge are set out in Appendix F.

## **8.2 COSTS ASSOCIATED WITH MARPOL WASTES (2021)**

### **8.2.1 MARPOL Annex I – Oily Waste**

A direct charge will be made by the waste contractor to the vessel for the collection of oily wastes. The fee will vary according to the amount and type of oily waste landed and contractor used. Vessels may make use of the two Veolia Service Barges to avoid collection by road transport.

### **8.2.2 MARPOL Annex II – Hazardous Substances**

A direct charge will be made by the waste contractor for the single use of collection services for hazardous substances in the Port. Given the highly variable toxicity and range of handling requirements for the different types of hazardous substances that might be landed in the Port, the charges made for the collection of these wastes are substance specific.

### **8.2.3 MARPOL Annex IV – Sewage**

A direct charge is currently made for the collection of sewage wastes by road tanker depending on the amounts landed and the contractor used.

### **8.2.4 MARPOL Annex V – Garbage**

A mandatory charge will be made to all ships by ABP visiting ABP managed berths at the Port in order to cover the costs of providing waste management facilities. The charges for the year 2021 have been set at the lowest possible rate to ensure that waste disposal is as economically viable as possible for ship owners without compromising the 'duty of care'.

All non-exempt vessels calling at ABP managed berths will pay a mandatory waste fee (Environment Charge) of £157.00 per visit in 2021 for the use of reception facilities for ship-generated waste (including ICW), regardless of actual use of the facilities provided. This Fee is calculated according to the method set out in Appendix E.

### **8.2.5 MARPOL Annex VI – Sulphur and Nitrous Oxides**

A direct charge is currently made for the collection of these waste streams by road tanker depending on the amounts landed and the contractor used. Vessels may make use of the two Veolia Service Barges to avoid collection by road transport.

## **8.3 CARGO-ASSOCIATED WASTES**

A direct charge is currently made for the collection of these waste streams by road tanker depending on the amounts landed and the contractor used.

This is separate from the Environment Charge levied to pay for the reception facilities for ships' garbage and any direct charges negotiated between the vessel's Agent and waste management contractors for the removal and disposal of the other MARPOL wastes.

## **9. DATA COLLECTION**

### **9.1 DATA COLLECTION**

ABP Southampton collates the following information:

- The amounts of each type of waste actually received at ABP managed berths;
- The amounts of each type of waste which should be received in the Port from prior notification information; and
- The amounts of each type of waste stored by ships for reception elsewhere.

From February 2004, this information has been available from the data collection element of our Prior Notification system. When the ship submits its advance notification of waste to be landed in the Port of Southampton. The Operations Manager has access to this data and can see which ships have notified in advance of arrival, how much/what types of waste they say they will offload and how much they intend to keep on board for discharge at another port of call.

### **9.2 ASSESSING THE NEED FOR WASTE RECEPTION FACILITIES**

Experience gained from previous Port Waste Management Plans, along with the waste management arrangements within the Port, have been instrumental in assessing the ongoing need for waste reception facilities.

The Port of Southampton has reviewed its operations and consulted with port users such that the final version of this 2021 Port Waste Management Plan will reflect those views received. The collection process and capacities will be kept under review and the frequency of waste collection will be altered to meet demand as necessary.

## **10. INFORMATION**

### **10.1 PORT WASTE MANAGEMENT INFORMATION**

ABP implements a number of methods to ensure that all port users are aware of waste management procedures, including the operation of the Prior Notification system, the location of bins and the costs of using reception facilities. The various methods include:

- direct contact with Agents and PWMP Users detailing the requirements;
- notification on ABP Southampton VTS website [www.southamptonvts.co.uk](http://www.southamptonvts.co.uk);
- circulation of Port Waste Management Plan to all Agents and regular port users; and
- direct representation to Ships' Masters by Pilots.

### **10.2 CIRCULATION OF PORT WASTE MANAGEMENT PLAN TO ALL SHIPS' AGENTS AND REGULAR PORT USERS**

A copy of the approved 2021 ABP Southampton Port Waste Management Plan will be posted on ABP's Southampton website [www.vtssouthampton.co.uk](http://www.vtssouthampton.co.uk) once it is approved

by the MCA. Formal notification will be sent to Agents and port users advising them of the latest version of the PWMP.

## **11. REVIEW PROCEDURE**

The ABP Southampton Port Waste Management Plan will be reviewed by the Port on a three-yearly basis, in keeping with the requirements of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended.

Review processes may consider:

- feedback from consultation on all aspects of the waste management service;
- changes in type and volume of traffic using the Port;
- records of the amounts of waste notified in advance of arrival, landed and disposed;
- updated waste management arrangements; and
- any relevant changes in MARPOL or UK Regulations.

The 2003 PWRF Regulations require a Port Waste Management Plan to be resubmitted to the MCA for approval every 3 years unless there is a substantial departure from procedures.

The MCA has indicated that this revision of the PWMP can be regarded as a minor amendments, thus a complete review of this Plan and the procedures associated with it will therefore next be carried out by December 2022. Should operational activities alter substantially before that date, the Port Waste Management Plan will be revised to deal with specific changes.

## APPENDICES

Appendix A	Definition of MARPOL Annex V
Appendix B	Applicability of the Port Waste Reception Facilities Regulations
Appendix C	List of Consultees
Appendix D	Approved Waste Contractors for ABP Southampton
Appendix E	Prior Notification Form for Ship-generated Wastes
Appendix F	Calculations for Mandatory Waste Fee 2021 for ABP Southampton
Appendix G	Summary of Amounts of Oil, Sewage and Garbage Wastes Visiting ABP Managed Berths 2004-2015
Appendix H	Plans of ABP Southampton Managed Berths Waste Reception Facilities
Appendix I	MCA PWMP Approval Letter

## **APPENDIX A - DEFINITION OF MARPOL ANNEX V – GARBAGE**

### **DEFINITION OF MARPOL ANNEX V – GARBAGE**

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 or continuously or periodically present, except those substances which are defined or listed in other Annexes to the present MARPOL Convention.

International Catering Waste (ICW) is food waste from international transport vehicles including:

- cruise ships
- private or commercial yachts and boats
- armed forces ships and submarines
- ferries

Food and drink is not considered ICW until it is no longer intended for human consumption or has been mixed with food waste. For example, a carton of milk is considered ICW only when thrown away.

ICW includes all food waste from ships travelling internationally and within EU territory.

Food waste from ships is classified domestic catering waste when:

- operating within the UK, Channel Islands and Isle of Man
- travelling from Northern Ireland to Great Britain

### **VICTUAL / DOMESTIC WASTE**

- Food waste originating from food produced within the European Union or from a vessel whose last port of call was within the European Union.
- Food waste (ICW) originating from food or packaging outside the UK or from a vessel which has been outside the European Union and has not completely emptied, cleaned, disinfected and restocked following its last international voyage will not be able to deposit their galley waste into general garbage bins along with other domestic refuse from the crew's quarters.
- Packaging materials such as plastics, cans, etc. from food produced within the European Union or from a vessel whose last port of call was within the European Union
- Medical or clinical waste
- Bottles, crockery, etc.
- Paper, cardboard, magazines, etc.
- Other items of domestic refuse from crews' quarters and galleys, e.g. plastic shampoo bottles, razor blades, etc.

## **OPERATIONAL WASTES**

- Maintenance wastes:
  - oily rags/pads<sup>2</sup>
  - machinery maintenance remains
  - soot and machinery deposits
  - broken parts
  - packaging materials
  - rust
  - paint
  
- Cargo residues
  
- Cargo associated wastes:
  - dunnage
  - pallets
  - strapping
  - metal banding
  
- Miscellaneous:
  - shellfish shells
  - fishing gear
  - polystyrene boxes
  - ash/slag from on-board incineration plant

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<sup>2</sup> Oily rags and pads are to be treated as hazardous waste  
ABP Southampton Port Waste Management Plan  
ABP(SOU)-COMPL-ENV-PRO-01  
Updated July 2021  
Uncontrolled When Printed

## APPENDIX B - APPLICABILITY OF THE PORT WASTE RECEPTION FACILITIES REGULATIONS

The following categories of vessel fall outside the scope of the requirements of the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 and do not have to notify or discharge waste nor pay the mandatory Environmental Charge.

Vessel Type	Conditions to be fulfilled for vessels to fall outside of the scope of the regulations to notify, offload and pay mandatory charges
1. <b>Vessels under the Small Commercial Vessel Code of Practice</b>	Lay down provisions for sound waste management with further guidance to be provided in the forthcoming harmonised Small Commercial Vessel Code of Practice.
2. <b>Warships, Naval Auxiliary ships and Vessels owned or operated by a state</b> , and on government non-commercial service	Regulations do not apply but vessel is advised to consider the spirit of the regulations and apply best environmental practice
3. <b>Tugs/Pilot Boats</b> operating on a regional basis	Outside of scope of regulations unless vessel is calling at a port/terminal for reasons other than operating on behalf of other vessels, or is overnighting at a facility other than its home port/terminal
4. <b>Class IV</b> – Passenger Ships engaged only in voyages in category A, B, C and D waters.	Lay down provisions for waste management under Domestic Safety Management Code
5. <b>Class V</b> – Passenger Ships engaged only in voyages in category A, B and C waters.	Lay down provisions for waste management under Domestic Safety Management Code
6. <b>Class VI</b> – Passenger Ships carrying not more than 250 passengers to sea, or category A, B, C, and D waters in all cases in favourable weather and during restricted periods during which the vessel is at no time more than 15 miles exclusive of A, B, C and D waters from their point of departure nor more than 3 miles from land.	Lay down provisions for waste management under Domestic Safety Management Code
7. <b>Class VI (A)</b> – Passenger ships carrying not more than 50 passengers for distances not more than 6 miles on voyages to or from isolated communities on the islands or coasts of the UK and which do not proceed for a distance of more than 3 miles from land.	Lay down provisions for waste management under Domestic Safety Management Code
8. <b>Class IX (A)</b> – Ships (other than ships of class IV to VI inclusive) which do not proceed to sea.	These vessels should ensure that their ship generated wastes are handled in an environmentally sound manner with further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfil the regulations

Vessel Type	Conditions to be fulfilled for vessels to fall outside of the scope of the regulations to notify, offload and pay mandatory charges
9. Class IX (A) (T) – Tankers which do not proceed to sea.	These vessels should ensure that their ship-generated wastes are handled in an environmentally sound manner with further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfil the regulations

Such vessels must, however, manage their own waste management practices in their applicable codes of practice to ensure waste streams are managed in a manner consistent with the spirit of the PWRP Regulations and applicable legislation. Guidance from the Maritime and Coastguard Agency suggests that this should take the form of individual contracts or similar arrangements with approved waste management contractors or the terminal at which they call.

### **Dredgers, Survey Ships and comparable vessels**

MCA Guidance states that these vessels, which are not ‘bound’ for another port or terminal *per se*, may apply to the MCA for an exemption in the same manner as any other vessel if they can demonstrate scheduled, frequent and regular sailings with robust waste management practices at their home port or terminal. Refer to MGN 563 for further information.

## **APPENDIX C – LIST OF CONSULTEES**

The following organisations have been consulted on the facilities and service provided by ABP in May 2021:

Carnival UK  
Clarkson Port Services  
CIdN Ro-Ro UK Limited  
Cory Brothers Shipping Agency Limited  
Defra APHA South East  
Denholm Wilhelmsen Limited  
Environment Agency  
GAC Services (UK) Limited  
Graypen Shipping  
Grimaldi Agencies UK Ltd  
ICL Ltd  
Inchcape Shipping Services (UK) Ltd  
Intercruises  
Jubilee Sailing Trust Limited  
Maritime and Coastguard Agency  
Premiership Ltd  
Red Funnel  
Solent Stevedores  
Southampton Cargo Handling  
Southampton City Council Port Health  
Veolia Environmental Services plc  
Wainwright Bros and Co. Ltd  
Wallenius Wilhelmsen Logistics  
Waverley Excursions Limited  
Williams Shipping Ltd

## APPENDIX D - LICENSED WASTE CONTRACTORS FOR ABP SOUTHAMPTON

LICENSED WASTE DISPOSAL CONTRACTORS
<p><b>Veolia ES UK Ltd</b> Marchwood Treatment Works Marchwood Industrial Estate Area 6, Oceanic Way Southampton SO40 4BD</p> <p>Contact: 0203 567 4170</p>
<p><b>Biffa Waste Services LTD</b> Yard E1 Marchwood Industrial Park Normandy Way Southampton SO40 4PB Tel: (023) 8066 7140</p>
<p><b>Cleansing Service Group LTD</b> Grange Road, Botley, Southampton. SO3 2GD Tel: (01489) 782232</p>

# APPENDIX E – PRIOR NOTIFICATION FORM FOR SHIP GENERATED WASTES



## PORT WASTE MANAGEMENT NOTIFICATION FORM

**THIS FORM IS TO BE COMPLETED UNLESS THE SHIP HAS BEEN GRANTED AN EXEMPTION BY THE MARITIME & COASTGUARD AGENCY**

### Ship Information

Name of Ship..... IMO Number.....  
 Call Sign..... Flag State.....  
 ETA..... ETD.....  
 Number of Crew..... Berth No./Terminal.....  
 Last port of call..... Next port of call.....  
 Ship's Agent..... Email Address.....

### HOW MUCH WASTE WILL YOU DELIVER TO PORT RECEPTION FACILITIES?

ALL  SOME  NONE

If delivering all waste, complete Red column data fields only. Otherwise, complete all columns.

Waste	Amount of 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 where remaining waste will be delivered	Estimated waste to be generated before next port of call (m <sup>3</sup> )
<b>Oil</b>					
Oil					
Oily mixtures containing chemicals					
Sludge from purification of fuel oils					
<b>Noxious liquids</b>					
Dirty ballast water & tank washings					
Other (please specify)					
<b>Sewage</b>					
Untreated sewage					
Part-treated sewage					
<b>Garbage</b>					
Food waste & packaging					
International catering waste					
Separated for recycling					
Other (please specify)					

Waste	Amount of 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 where remaining waste will be delivered	Estimated waste to be generated before next port of call (m <sup>3</sup> )
<b>Cargo-associated waste<sup>1</sup></b>					
Dunnage					
Other (please specify)					
<b>Cargo Residues<sup>1</sup></b>					
Scale & Sludge from tank cleaning					
Other (please specify)					
<sup>1</sup> May be estimates					

- Notes:
- This information may be used for Port State Control and other inspection purposes
  - EU Member States will determine which bodies will receive copies of this notification
  - This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000/59/EC, issued in the UK by the Marine & Coastguard Agency (MCA)
  - International Catering Waste (ICW) is defined under the EU Animal By-products Regulations (1774/2002/EC) as "catering waste from means of transport operating internationally". Any catering waste from a vessel that has landed in a non-EU port is subject to these controls after returning to the EU. This includes all vessels that have docked/landed in non-EU countries even if the vessel has been provisioned in the EU. If a declaration from the Ship's Master is provided stating that the ship's stores have been completely emptied, cleaned, disinfected and re-stocked in the EU, catering waste from these supplies would not be considered to be ICW. Please refer to [http://www.defra.gov.uk/animalH/inf-trde/icw/pdf/icw\\_candd.pdf](http://www.defra.gov.uk/animalH/inf-trde/icw/pdf/icw_candd.pdf).

Do you treat or minimise waste on board? YES  NO

If the answer is YES, please state which equipment you use (Tick all boxes that apply)

Oily separator  Incinerator  Compactor  Sewage treatment   
 Recycling facilities  Other (please specify).....

**STATEMENT**

I confirm that the above details are correct and 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: .....

Name: ..... Position: .....

THIS FORM IS TO BE SENT TO [WWW.ABPWASTE.CO.UK](http://WWW.ABPWASTE.CO.UK) AT LEAST 24 HOURS BEFORE ARRIVAL AT ABP  
 A COPY SHOULD BE ENTERED IN YOUR GARBAGE RECORD BOOK UNTIL AT LEAST YOUR NEXT PORT OF CALL. ANY OTHER COMMUNICATIONS CONCERNING WASTE RECEPTION FACILITIES IN THE PORT SHOULD BE ADDRESSED TO :

EMAIL:  
TEL:  
FAX:

## **APPENDIX F - CALCULATIONS FOR THE ABP ENVIRONMENT WASTE CHARGE**

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) require ports to levy a charge on vessels to pay for a significant proportion of the costs incurred in the provision of waste reception facilities.

ABP Southampton discharges this duty by charging non-exempt vessels a Mandatory Waste Fee (Environment Charge) to cover waste management costs. It follows the ABP Group policy of recouping 100% of costs involved in the provision of garbage reception facilities. The costs of providing operational waste reception facilities are covered under separate arrangements. Please note that the Environment Charge relates only to the costs of dealing with MARPOL Annex V ship-generated garbage (including ICW). All other costs in regard to the reception and disposal of oil and sewage wastes are to be borne by the vessel.

The Environment Charge is calculated by dividing the total cost of waste reception facilities provided by ABP, including an element of administration and provision for contingency for the provision of additional waste collections or disposing of inappropriate waste streams and fly tipping by vessels (ABP Administration Charge), by the number of non-exempt vessels visiting the Port.

This Charge has been calculated on the following basis per vessel based on the charges to ABP:

General Waste Management Service Costs	£68.98
ICW Waste Facilities	£78.00
ABP Administration Charge	£10.02
Total	£157.00

Total Charge from 1<sup>st</sup> July 2021 £157.00

The Charge is reviewed and revised at the end of each year, when the costs for waste disposal including any increases in disposal or treatment costs are agreed with ABP's waste contractors. The Port will notify vessels and their Agents of the new annual charges accordingly.

Unless there are any significant increases in disposal or ancillary costs, it is anticipated that ABP will maintain this charge, subject to annual RPI increases, through to next review in 2024.

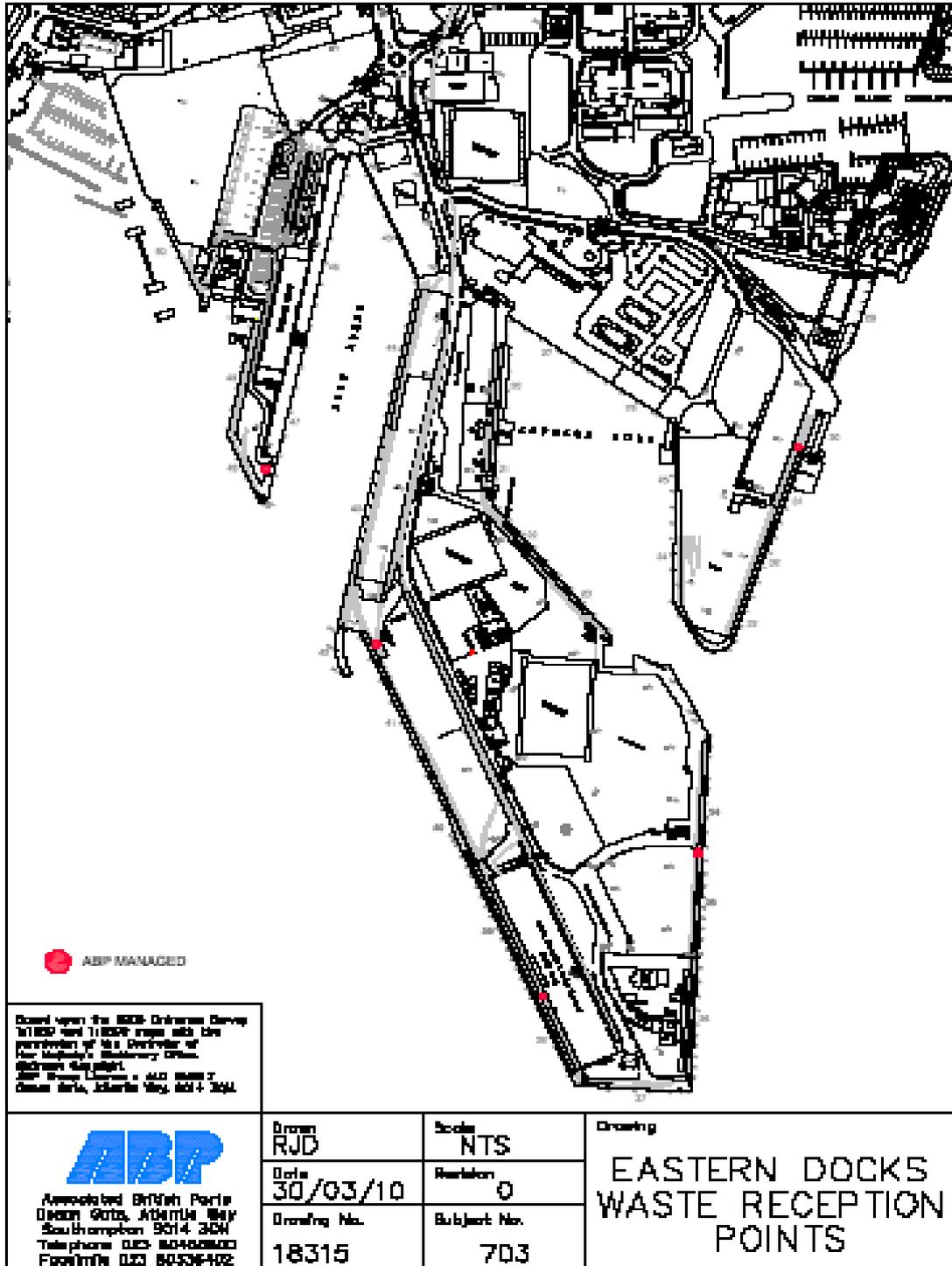
## APPENDIX G - SUMMARY OF AMOUNTS OF OIL, SEWAGE AND GARBAGE WASTES GENERATED BY SHIPS VISITING ABP MANAGED BERTHS 2004 - 2020

The following information was supplied by ABP Southampton's principal waste contractor, Veolia Environmental Services, for waste collected at ABP managed berths. The quantities referred to are in cubic metres.

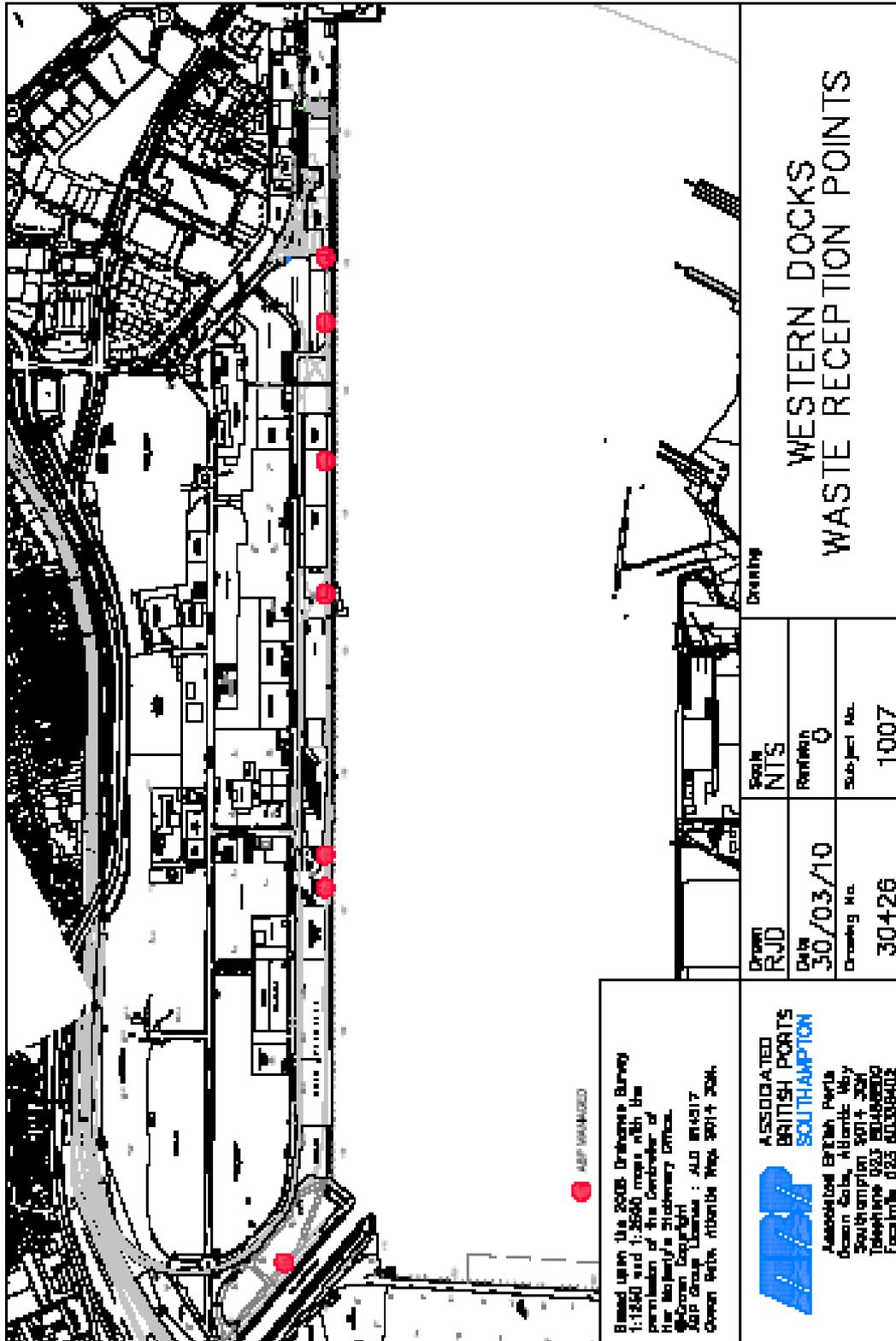
	No. Qualifying Vessels	Annex 1	Annex 2	Annex 3	Annex 4	Annex 5				Annex 6	Totals (m <sup>3</sup> )
		Oil	Washings	Drums - Haz	Sewage / grey	General Garbage	Scrap	Food	Total	Wash Water	
2004		5,420	0	194	0	2,566	396	38	3,000		<b>8,614</b>
2005		3,282	0	491	8,388	2,463	313	60	2,836		<b>14,997</b>
2006		11,622	0	3,422	11,540	7,633	686	66	8,385		<b>34,969</b>
2007	1839	12,775	0	502	1,742	10,003	540	27	10,570		<b>25,589</b>
2008	1726	11,935	0	3,761	5,217	8,657	514	26	9,197		<b>30,110</b>
2009	1572	13,662	0	2,337	1,754	6,706	328	62	7,096		<b>24,829</b>
2010	1587	19,231	0	2,663	3,252	6,299	121	0	6,420		<b>31,566</b>
2011	1568	17,290	208	2,446	494	3,365	37	14	3,416		<b>23,854</b>
2012	1671	9,248	0	1,633	442	4,364	678	7	5,049		<b>16,372</b>
2013	1661	5,119	0	1,476	62	3,760	916	155	4,831		<b>11,488</b>
2014	1651	5,593	0	1,513	1,215	5,581	1036	129	6,748		<b>15,067</b>
2015	1742	7,265	0	1,969	1,082	6,885	1,322	272	8,480		<b>18,795</b>
2016		7,253	0	5,841	832	10,683	1,563	514	12,761		<b>26,686</b>
2017		15,701	0	4,176	424	20,893	1,550	388	22,832		<b>43,132</b>
2018	1912	7,742	0	2,382	2,145	14,319	2,132	767	17,218		<b>29,487</b>
2019	1893	7,138	0	0	2,304	16,168	1,762	994	18,924		<b>28,366</b>
2020	1310	5,166	0	0	315	1,804	241	221	2,266	213	<b>7,960</b>

# APPENDIX H - PLANS OF ABP SOUTHAMPTON MANAGED BERTHS SHOWING WASTE RECEPTION FACILITIES

## Eastern Docks



## Western Docks



## APPENDIX I - MARITIME AND COASTGUARD AGENCY PORT WASTE

# MANAGEMENT PLAN APPROVAL LETTER



Maritime &  
Coastguard  
Agency

Associated British Ports  
Port of Southampton  
Ocean Gate  
Atlantic Way  
Southampton  
SO14 3QN

Maritime & Coastguard Agency  
Southampton Marine Office  
MCA HQ  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

Tel: +44 (0)2038 172 210  
E-mail: Southampton\_MO@mcga.gov.uk

Your ref:  
Our ref: **MS034\_019\_0119**

12 December 2019

## Port Waste Management Plan (PWMP)

Dear Ms Appleby,

Thank you for your email with your current Port Waste Management Plan (PWMP) and statement on your amendment status accordingly. As per the regulations we have reviewed your PWMP and can confirm that your plan continues to comply with the legislative requirements. Please find enclosed a copy of your current approved PWMP.

As you are aware the regulations require a formal re-assessment of your waste management plan every 3 years. Your plan is due for re-assessment on **9<sup>th</sup> September 2022**. If at that time there are no major changes to your plan a formal letter stating this will be acceptable.

There is a requirement for the MCA to conduct an onsite audit with operators to confirm that they are complying with their approved PWMP. If selected, we will contact you in advance of our attendance to arrange a suitable time and date. Unless there are any major findings you will only be selected once in a three-year period, in line with your PWMP expiry date.

Please be aware that if there are any major changes to your plan or site operations this will necessitate a new plan being submitted for review and approval, along with the associated fees.

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

Yours sincerely,

**S. Chandler**  
SEO Marine Surveyor



HM Coastguard

