



Port Of Cork

Port Waste Reception and Handling Plan 2024

15/02/2021

Version Number 001

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Preface

Document Control Procedure

The responsibility for controlling the document is with the Port of Cork Company.

They will keep the plan under constant review to ensure that the document is suitable for all the Ports activities.

They are responsible for issuing the Plan and any subsequent amendments as required.

To meet Statutory and Harbour Authority requirements the maximum period between approved plans will be 5 years.

The approved plan will be published on the Port of Cork website for public access.

The Plan was updated on 3rd July 2024 to reflect changes during 2024 and amendments made by Port users.

Definitions

“authorised officer” means one or more of the following:

(a) a person duly appointed under Regulation 11(1);

(b) where a ship to which these Regulations apply is in the territorial waters, a member of the Permanent Defence Forces holding commissioned rank, while in uniform;

(c) a member of the Garda Síochána, while in uniform;

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

“Directive” means Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019¹ ;

“fishery harbour centre” means a fishery harbour centre (within the meaning of section 1 of the Fishery Harbour Centres Act 1968 (No. 18 of 1968));

“frequent port calls” means visits by a ship to the same port taking place at least once a fortnight;

“fishing vessel” means any ship equipped or used commercially for catching fish or other living resources from the sea;

“functions” includes powers and duties, and a reference to the performance of functions includes, with respect to powers and duties, a reference to the exercise of the powers and the carrying out of the duties;

“GISIS” means the Global Integrated Shipping Information System set up by the International Maritime Organization;

“indirect fee” means a fee paid for the provision of port reception facility services, irrespective of the actual delivery of waste from ships;

“local authority” has the same meaning as in the Local Government Act 2001 (No. 37 of 2001);

“MARPOL Convention” means the International Convention for the Prevention of Pollution from Ships 1973, done at London on 2 November 1973, as modified by the Protocol of 1978 relating thereto, done at London on 17 February 1978, in its most up-to-date version;

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

“Minister” means Minister for Transport;

“MSO” means the Marine Survey Office of the Department of Transport;

“passively fished waste” means waste collected in nets during fishing operations;

“port” means a place or a geological area made up of such improvement works and equipment designed principally to permit the reception of ships, including the anchorage area within the jurisdiction of a harbour (within the meaning of section 2 of the Harbours Act 1946 (No. 9 of 1946) or section 2 of the Harbours Act 1996 (No. 11 of 1996) or transferred under section 88 (2) of the Harbours Act 1996), a fishery harbour centre or a port or harbour under the control or management of a local authority, Iarnród Éireann - Irish Rail or another person;

“port authority” means –

(a) in the case of a harbour to which the Harbours Act 1946 (No. 9 of 1946) applies, a harbour authority within the meaning of that Act,

(b) in the case of a harbour –

(i) under the control of a company established pursuant to section 7 of the Harbours Act 1996 (No. 11 of 1996), the company concerned, or

(ii) transferred under section 88 (2) of the Harbours Act 1996 or section 28 of the Harbours Act 2015 (No. 61 of 2015), the local authority to which the harbour has been transferred;

(c) in the case of a port under the control of a local authority, the local authority concerned,

(d) in the case of a fishery harbour centre, its management,

(e) in the case of a port under the management of Iarnród Éireann –Irish Rail, that body, and

(f) in the case of any other port, its owner;

“port reception facility” means a facility that is fixed, floating or mobile and capable of providing the service of receiving waste from ships;

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

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

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

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

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

“specified ship” means a ship of 300 gross tonnage and upwards, other than fishing vessels, traditional ships and recreational craft with a length of less than 45 metres;

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

“territorial waters” means –

(a) the territorial sea of the State within the meaning of section 7 of the Maritime Jurisdiction Act 2021 (No. 28 of 2021), and

(b) the internal waters of the State within the meaning of section 8 of that Act;

“treatment” means recovery or disposal operations, including preparation prior to recovery or disposal;

“waste” means any substance or object which the holder discards or intends or is required to discard;

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

“waste oils” means any mineral or synthetic lubricant or industrial oils which have become unfit for the use for which they were originally intended, such as used combustion engine oils and gearbox oils, lubricating oils, oils for turbines and hydraulic oils.

(2) Waste oils are considered to be waste from ships.

(3) A word or expression that is used in these Regulations and is also used in the Directive has, unless the contrary intention appears, the same meaning in these Regulations as it has in the Directive.

Bio-Hazardous Waste:

Biohazardous waste is “any waste containing infectious materials or potentially infectious substances such as blood. Of special concern are sharp wastes such as needles, blades, glass pipettes, and other wastes that can cause injury during handling.”

Definitions of Waste:

Use the definitions in MARPOL 73/78 Regulations

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 - cargo waste, food waste, glass, metal, plastics, paper/cardboard, wood,

Annex VI

Prevention of Air Pollution from Ships

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

Introduction

The overall aim of this Port Waste Management Plan for Port of Cork 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 and re-cycling facilities and to 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

Distribution

COPY NUMBER	COPY HOLDER
1.	POCC – ISO File Copy
2	Maritime Environment Division
3	POCC – General on internet and intranet
4	Agents – Hamilton Shipping
5	Agents – Doyle Shipping Group
6	Agents – Mainport
7	Agents – Scott
8	Agents - Hamilton
9	Portal Veterinary Officer
10	Greenstar
11	Ringaskiddy Terminal Manager
12	Tivoli Terminal Manager
13	Irving Oil Terminal Manager
14	Passage Terminal Manager
15	Cork Dockyard Terminal Manager

Purpose of Plan

The overall aim of this Port Waste Reception and Handling Plan for Port of Cork 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 and re-cycling facilities and to strengthen the enforcement regime.

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- To reduce illegal discharge of waste from vessels To fulfil legal duties with regard to waste management
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Assessment of Need for Port Waste Reception and Handling Facilities

Prior to the Directive Port of Cork undertook a survey of all vessels arriving between 1st September 2020 and 1st October 2020. The results of these were used to determine the Facilities required.

The reception facilities provided for Vessel and Port waste are assessed continually.

Consultation

WITH GOVERNMENT

Under Article 5 of the legislation the plan must be forwarded to the Maritime Environment Division of the Department of Transport for approval. They must monitor its implementation and ensure its re-approval at least every five years and after significant changes in the operation of the Port.

Article 24 of the European legislation states that all member states will have the necessary laws, regulations and administrative provisions necessary to comply by 28 June 2021.

Fees for the provision of the service within the port shall be approved by the Port Company, as will any future increases necessary. Penalties are those defined in S.I. No. 351 of 2022

WITH PORT USERS

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

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

There will be a meeting annually with all port users to discuss its progress and make any amendments necessary.

There will also be a meeting held with the waste removal contractors at six monthly intervals to discuss progress of plan.

Health and Safety / Training

Full PPE is worn at all times by our waste collection company including additional PPE which would be facility specific.

All Hazardous waste is handled by external contractors only. All external contractors have received the required training by their companies to handle same.

All waste bins and Skips are covered in and can be locked to prevent illegal dumping.

Our external contractors update their staffs training needs as necessary.

Management of Plan

This plan is compiled by the Harbour Master, Port of Cork in consultation with relevant company managers, port users, ships agents, contractors and other interested parties. Overall control of Waste Management remains with the Harbour Master, who will oversee the total operation and collect all relevant data from terminals and agents. The operation of the plan will be as follows:

Facility	Managed By	Operated By	Phone
Port of Cork	Harbour Master	POCC	021 4273125
City Quays	Harbour Master	POCC	
Tivoli	Cathal Dooley	POCC	
Marino Point	Harbour Master	POCC	
Passage West	Doyle Shipping Group	DSG	021 4811549
Cork Dock Yard	Doyle Shipping Group	DSG	
Ringaskiddy DWB	Aidan Henery	POCC	
Cork Container Terminal	Cathal Dooley	POCC	
Cobh Deep Water Quay	Harbour Master	POCC	
Kennedy Quay	Harbour Master	POCC	
Irving Oil Refinery	Irving Oil	Irving Oil	021 4622200
Greenstar	Damien Madden		086 0215724
Ambipar Response			021 4351020
Enva Environmental			021 4387200

Information Available to All Users

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

Operation of Plan

NOTIFICATION

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

(a) at least 24 hours prior to arrival, if the port of call is known,

(b) as soon as the port of call is known, if this information is available less than 24 hours prior to arrival, or

(c) at the latest upon departure from the previous port if the duration of the voyage is less than 24 hours.

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

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

Where there is a failure to comply with this Regulation, the master of the ship concerned commits an offence and is liable on summary conviction to a class B fine under S.I. No. 351 of 2022.

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

Waste from vessels under 300 gross tonnage, Fishing Vessels, traditional ships and recreational craft with a length of less than 45 meters may be handled without prior notification, but this may be subject to availability of port staff, and permission from the Port Veterinary Officer, Department of Agriculture, Food and the Marine.

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

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

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

The port will, in turn, notify Department of Agriculture, Food and the Marine (021 4851400)

The port will notify the waste removal contractors if additional movements are required over and above the contracted movements.

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

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

COLLECTION OF WASTE

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

Waste collection will be divided into three main categories:

1. Ships Waste – International Catering waste, & Hazardous Waste.
2. Port Waste
3. Cargo Waste

Ship waste

This accounts for all waste generated by the ship and does not include cargo waste. All ships waste will be compacted and then removed by Greenstar for processing. The Waste Contractor is licenced by the Dept. of Agriculture, Food & the Marine to transport International Catering Waste (ICW) to an approved waste reception facility. All vessel waste is classed as International Catering waste.

Hazardous:

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

International Catering Waste will be stored in compactors at Ringaskiddy and Tivoli. Covered REL units will be used for City Quays, Marino Point, Cork Container Terminal, Cork Dock Yard, Cobh Deep Water Quay and Irving Oil Refinery all will be delivered and collected as requested.

Bio-Hazardous Waste:

Removal of all bio-Hazardous Waste will be available locally via private arrangement via vessel and agents.

Port Waste

This includes all port generated waste, and does not include any waste from ships or waste generated by companies.

operating within the port area, who will provide for their own waste disposal.

A skip, as required will be provided for the collection and disposal of Port waste at any port facility as per contract with supplier. In addition all Facilities have 1100ltr bins for waste generated on site

which are collected on a weekly basis bins are provided for general waste and recyclable waste. Other installations will provide their own facilities for the disposal of port waste. Any port waste in Cork is shifted to the Compactor in Tivoli which is then sent to Dublin for Disposal on a monthly basis.

The areas for Port waste collection will be remote from jetties and clearly marked. Port waste will be segregated into general and hazardous waste and disposed of accordingly.

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

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

Cargo Waste

It will be the responsibility of both the ship and the Stevedores/Cargo Receivers to collect and dispose of any waste accumulated from the load/discharge of cargo. This is normally collected and disposed in accordance with their internal plan

It is expected that the Stevedore/Receiver will, as soon as possible after completion of cargo, collect any cargo residues remaining on the berth and added to cargo. POCC will then clean and leave the berth in a clean condition for the next vessel.

Asbestos Waste

POCC employees are prohibited at all times from working with ACMs. The Engineering & Shipping Support Manager will appoint an approved and competent contractor to work with and/or remove ACMs as required. All third- Party contractors who are required to work with ACMs must provide a detailed task specific risk assessment of the work they intend to carry out. A detailed method statement must then be developed based on the output of the risk assessment showing the approved method of removing waste. Written approval must be obtained from the Engineering & Shipping Support Manager before any works on ACMs commences.

POCC IN HOUSE CLEANING MEASURES

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

HARBOUR ROADWAYS

1. Roads, standage areas and peripheral infrastructure are swept by mechanical means dependent upon use and as contracted by Port Services Department.
2. Silt traps, sited on roadways, standage areas, and peripheral infrastructure are maintained with a mechanical gully sucker at monthly intervals.
3. Collected waste materials are transported to the nominated area and are then disposed

of by an approved contractor to a licensed facility

JETTIES

On completion of loading / unloading vessels the cargo stevedore arranges for loose sound spilled material to be scraped and shovelled to a minimal level of residue and arranges collection by Receiver, or delivers same to him.

On completion of above - Jetties are then washed in preparation for the next cargo.

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

All transport should be equipped with functioning roll over covers in the event that they are required to be used in relationship to specific products. All loaded bulk lorries must be covered before leaving the Port and must also use the Truck Wash opposite the security hut in Ringaskiddy Deep Water berth prior to exiting the Facility.

Environmental Levies

A charge of €0.05 per tonne (Dry Bulk) will apply to cover the Port Company carrying out the above obligations in Ringaskiddy Only.

FLYTIPPING

From the Litter Pollution Act, 1997

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

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

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

POCC require Port Tenants to advise them annually of their internal Waste Management Facilities/Plan and contractor employed to remove waste.

A tenant or lessee engaging in unlicensed waste activities will be advised that it is our statutory obligation as a public body to comply with ALL litter and waste legislation and that we will

legitimately request further information from them in this regard such as sources, volumes, times, individuals.

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

Area of Application

This Plan Covers The River Lee from Eamonn De Valera and Michael Collins Bridge in Cork City and extend to an imaginary arc with a radius of 9.65 kilometres drawn seawards from Roches Point, and includes the following Facilities and Berths,

- Cork City Quays
- Tivoli Docks and National oil Berth
- Marino Point
- Passage West
- Ringaskiddy Deep water Berth and Ferry terminal
- Cork Container Terminal
- Cobh Deep water Quay
- Kennedy Quay Cobh
- Irving Oil Refinery
- Hugh Covney pier Crosshaven

Port Waste Reception and Handling Facilities

Purpose:

To provide facilities which are suitable for the types and amounts of waste, to be received in port. There is no pre-treatment facility for the waste collected from vessels.

Port Facilities opening Hours,

Our waste providers generally operate between 0700 and 1800 Monday to Saturday, so all bins and skips are delivered early in the morning and by close of business on the day of sailing. The waste facilities in the Private berths generally are available during working hours.

The Facilities within the jurisdiction of the Port Company are both Port owned and operated and privately owned. The Port Company operate large garbage compactors in two locations.

1. Tivoli Terminal
2. Ringaskiddy Terminal

All other facilities, private and public are supplied with mobile bins and skips that are either removed to landfill sites when filled or are transferred to the port compactors which are emptied as required.

All skips and wheelie bins are clearly marked and labelled.

Waste reception facilities are provided by the operators of the four marinas located in the port for use by local and visiting recreational craft.

The system has been 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).

Waste per ship will not automatically become one skip load but will be held until a skip is ready for disposal but this is to form part of the contractor's remit, not the port.

Ships which wish to discharge oily and hazardous wastes:

Such vessels will continue to make arrangements through their agents for such transfer and disposal of oily waste with specialist companies. Hazardous and Oily waste will be organised and charged separately directly to ship via ships agent. There will be no port administration charge on this waste. The Port of Cork to receive notification of such discharges.

Owing to the volume of waste produced by cruise liners, specific skips will have to be supplied but policed by the crew to avoid improper use.

The actual locations of waste reception facilities provided by the Port of Cork Company for Waste from ships are as follows:

City Quays and Cork City Marina,

- Bins delivered to the vessels gangway when ordered and removed to either a compactor in Tivoli or taken off site
- There is one 1100ltr locked wheelie bin on Horgans Quay for passively fished waste, this can be unlocked by the port via prior arrangement with vessels agent.



Tivoli Terminal

A 23 Cu metre compactor in a locked compound.

There are 3 x 100ltr wheelie bins on North end of Jetty and 3 x 1100ltr bins on the west end of Jetty. In Addition to above there are also 3 x 1100ltr wheelie bins on the National Oil Berth.



Marino Point

Bins delivered to the vessels gangway when ordered and removed to compactor in Tivoli.



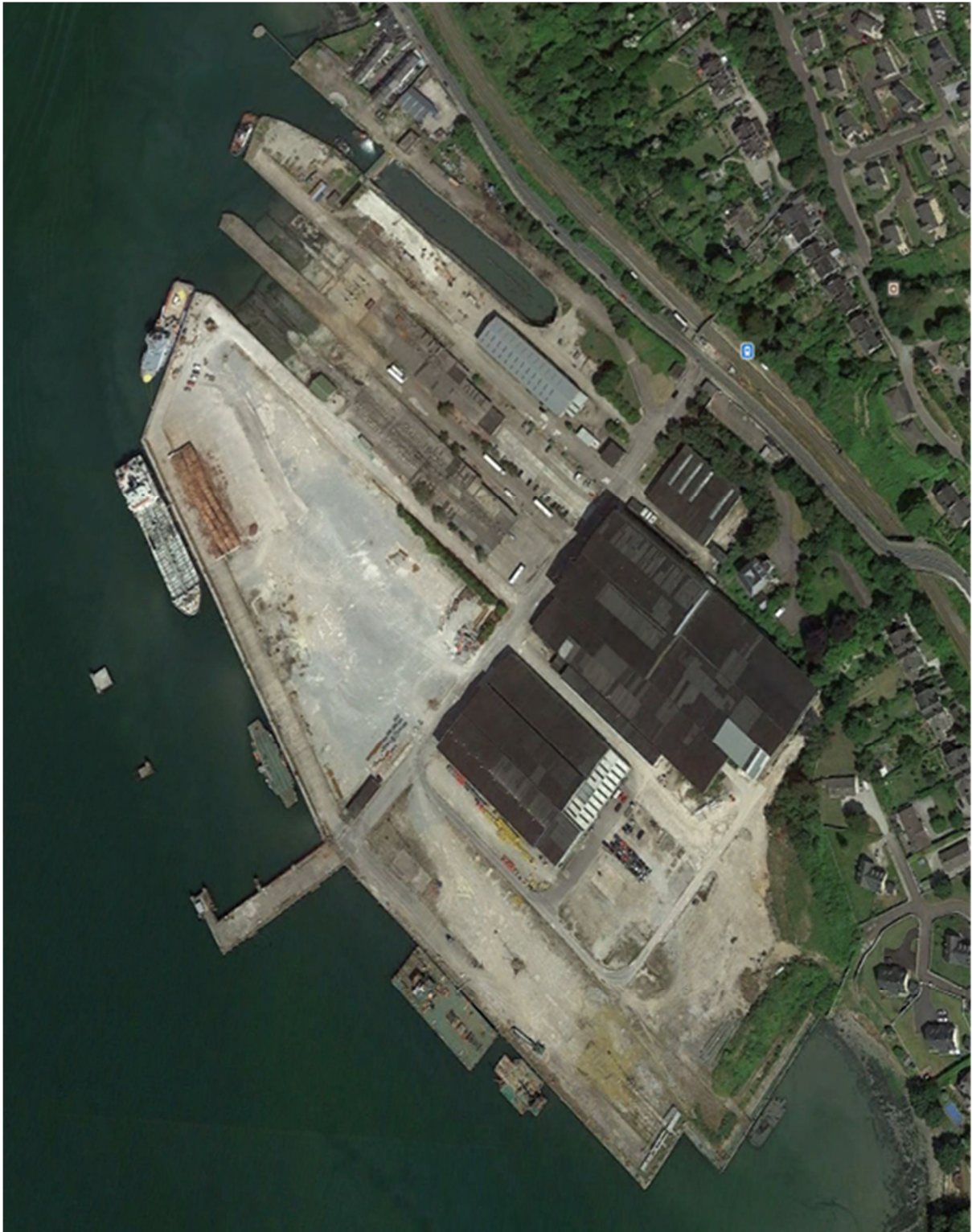
Passage West:

14cm Skip with lock held by Facility Manager for General Waste. Collected when Full.



Cork Dock Yard

Bins and Skips supplied and collected as requested.



Ringaskiddy Deepwater and Ro-Ro Berth and Cork Container Terminal

A 23 Cubic Meter compactor in a locked compound.

1100ltr wheelie bins delivered and collected from vessels as requested.

Please note if vessel requires more than 5 bins then a skip will need to be ordered.

In Addition on CCT there are 3 x 1100ltr bins on the South end of Berth, 2 x 1100ltr bins in the middle of the berth and 3 x 1100ltr bins on the North end of the berth.



Cobh Cruise Terminal

Skips and Bins delivered as requested by the vessel. Owing to the large quantity of waste produced by cruise liners, the normal size waste receptacle is a large skip, which is taken directly to the waste facility after use.



Kennedy Quay Cobh

1100ltr wheelie bins, delivered and collected as requested by vessels agents.



Irving Oil Refinery:

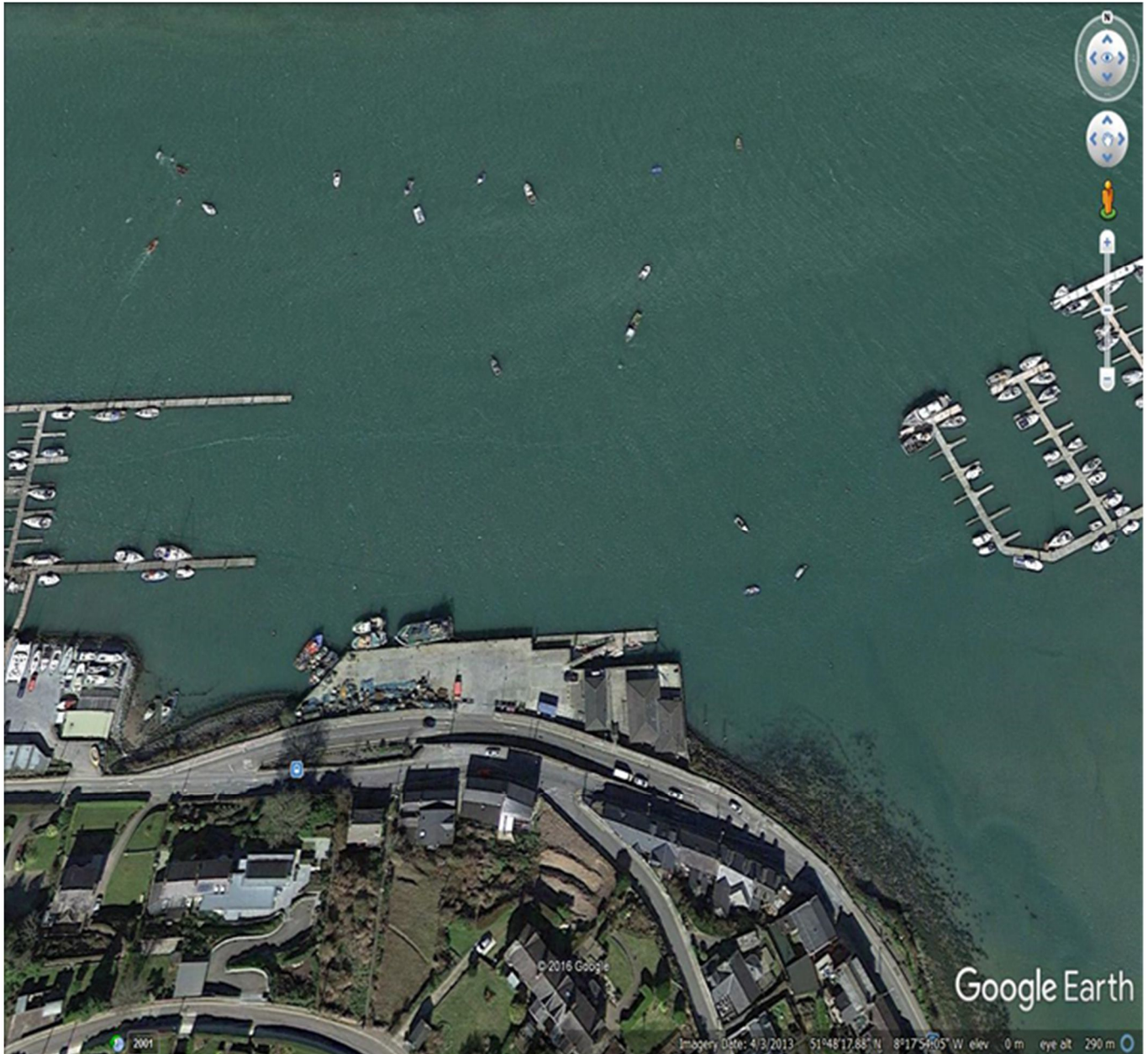
Three x 1100 litre wheelie bins, one galley waste/two general waste. Delivered as requested and removed when full by the waste contractor. (collected twice weekly)



Crosshaven – Hugh Coveney Pier

2 x 1100 litre wheelie bins Emptied weekly

There is one 1100ltr locked bin provided for passively fished waste. Access to this bin is via private arrangement between Pier manager and vessel.



Delivery and Disposal of Waste

Following completion of the Advance Notification Form (Annex 1), the Port will notify the waste contractor of a requirement, the contractor will provide a bin of suitable size and construction.

The wheelie bins to be used for the collection of waste from ships are stored in a locked compound at Tivoli and Ringaskiddy. Other than at Irving Oil Refinery and Passage West, the contractor delivers the wheelie bins to ships when notified by the Port, and the waste is stored in the compactors either at Tivoli or Ringaskiddy and taken to the licensed waste disposal facility as required. At Irving Oil, Refinery and Passage West facilities the skips/wheelie bins are locked and stored on the jetty with the key being held by the jetty staff. On request, the ships crew are given access to the skips. The skips/bins are serviced by the contractor and the waste is disposed of at the landfill facility as required.

Waste bins are placed on the quay beside the vessel before arrival or as soon as possible after the vessel has arrived.

The ships' crew will bring all waste from the vessel and load the bins, additional bins may be ordered at any time by the vessels Master via his appointed agent.

The contractor will collect from the vessel in accordance with the type, amount and ease of access to the jetty and it may be that waterborne collection will be used in the case of ordinarily "inaccessible" berths. The contractors agree that the receptacle used must match the need. Large skip type bins are taken directly by the contractor for landfill as the contents are designated as Class1 international ships waste as per Department of Agriculture, Food and Marine.

Smaller, 1100 Ltr bins are taken to the Port reception compactors, hence to low cost to the ship owner. The port compactors are removed when required and taken to an approved landfill site as designated by the approved waste contractor.

It is also understood that all wrapping that has come into direct contact with foodstuffs (wrapping as opposed to packaging) may have to be designated Special and treated in the same way as foodstuffs. The Master will have a copy of the waste transfer documentation so that he can prove discharge before sailing and at arrival at his next port of call.

Cost Recovery System

Regulation 9(3) of S.I. No. 351 of 2022 states that “The part of the costs of a cost recovery system which is not covered by the indirect fee, if any, shall be covered on the basis of the types and quantities of waste actually delivered by the ship

It also states that ships shall pay an indirect fee irrespective of delivery of waste covering all administrative costs and at least 30% of operational costs of the previous year.

Indirect Fee	All administrative costs + at least 30% of operational costs
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EU Directive 2019/883/EU also states where a ship delivers an exceptional amount of MARPOL Annex V waste which exceeds the maximum dedicated storage capacity, it should be possible for an additional direct fee to be charged in order to ensure that the costs related to receiving this exceptional amount of waste do not cause a disproportionate burden on a port’s cost recovery system.

Total Fee	Direct Fee (Based on Waste Quantities) + Indirect Fee
Indirect Fee	All administrative costs + at least 30% of operational costs

Cost for Garbage as per MARPOL Annex V which includes,

- Plastics
- Food Waste
- Domestic Waste
- Cooking Oil
- Incinerator Ashes
- Operational Waste
- Animal Carcass
- Fishing Gear
- E-Waste

No direct fee charged for garbage listed or passively fished waste, other than cargo residues

Total Fee for Garbage	No Direct fee without any additional charges based on the volume of waste delivered.
Additional Charges	Only when the volume of waste delivered exceeds the Maximum dedicated storage.

There are no additional charges based on volume if volume is less than vessels maximum dedicated storage, charges will apply if the volume exceeds the vessels maximum dedicated storage.

Costs will be as per below,

Vessels of Less than 3000 GT	€106.00
Vessels of 3000 to 5999 GT	€146.00
Vessels of 6000 to 19999 GT	€236.00
Vessels above 20000 GT	€ 286.00
Vessels at Irving Oil Refinery (Crude)	€ 700.00
Cruise Vessels	€ 1400.00

Any vessel which declares more than 5 cubic meters will have to arrange a skip via agents.

Under Regulation 9(5) of S.I. No. 351 of 2022, fee reductions are possible if below conditions are met:

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

Additional charges will apply for the landing of any hazardous waste which is to be arranged via vessels agent and external contractor. Additional costs for this will be as per external contractors rates.

Note: The mandatory charges are to remove any incentive to dispose of waste at sea. The charges are per visit, if a 'one-off' visit, and do not relate to quantity of waste, thus removing any incentive to under report quantities of waste being delivered. The normal amount of waste from a vessel on short runs would be in the region of 1100ltrs and about 6 cubic metres for ocean going voyages. Extra charges will apply for an exceptionally large quantity of ship's waste; it is the responsibility of the Ship's Agent to advise Port of Cork in advance of this special requirement, and handle all associated cost and direct charges levied by external contractors.

Hazardous waste will be organised and charged separately directly to ship via ships agent.

There will be no port administration charge on this waste.

No indirect fee is applied to scrubber waste the costs of which shall be covered on the basis of the types and quantities of waste Delivered.

Member States shall cover, where appropriate, the costs of collection and treatment of passively fished from the revenues generated by alternative financing systems, including by waste management schemes and by EU, national or regional funding Available.

Member States may provide for appropriate financial incentives for the delivery of residues from tank washing containing high-viscosity persistent floating substances.

Procedures

FORMAT FOR REPORTING ALLEGED INADEQUACIES IN PORT RECEPTION FACILITIES

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information (on relevant form), together with any supporting documentation, to the administration of the ship's flag state and, if possible, to the competent authorities in the port state. This shall be in Form Annex 5, copy of which will be supplied to the ship through its agent within the port.

A ship is entitled to compensation for any loss or damage suffered when unduly delayed, provided the Master of the ship has complied with the reporting procedure described on Page 14. In any instance of alleged undue delay, the burden of proof shall lie with the Master of the ship and the Port of Cork Company will compensate for any proven delays.

Supervision and Enforcement

The Department of Agriculture, Food and the Marine will hold an annual audit with the Port of Cork to ensure all paperwork is in order and also to ensure the plan is current, up to date and been followed.

The POCC will do random weekly inspections to ensure that all equipment being offered is suitable for its use along with compliance checks on vessels to ensure that the quantities of garbage being landed are as per safe seas declarations.

Reporting and Receipts

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

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

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

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

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

PENALTIES

“Penalties, as administered by the Department of Transport will be as per S.I. No. 351 of 2022, EUROPEAN UNION (PORT RECEPTION FACILITIES FOR THE DELIVERY OF WASTE FROM SHIPS) REGULATIONS 2022. These penalties are to ensure that the facilities are properly used as required.

Complaints Procedure / Compensation for Undue Delay

If a Master wishes to issue a complaint then in the first instance this is to be done to the shipping Support Manger via vessels agent. Where possible the Shipping Support Manager will endeavour to rectify the situation as quickly as possible.

Form Annex 5 should also be sent to the Shipping Support Manager.

A ship is entitled to compensation for any loss or damage suffered when unduly delayed, provided the Master of the ship has complied with the reporting procedure described on Page 14, In any instance of alleged undue delay, the burden of proof shall lie with the Master of the ship and the Port of Cork Company will compensate for any proven delays.

Contract for the disposal of waste

The specific requirements for servicing all facilities in the Port of Cork are tendered to potential Contractors. A total solution package for dealing with all categories of ship waste, and port waste are discussed and agreed with all contractors,

At Present Port of Cork have a contract with Greenstar to cater for all waste needs within and the port and for vessels calling within Port Limits.

Annex 1	Advance Notification Form for Waste Delivery to Port Reception Facilities
Annex 2	Waste Delivery Receipt
Annex 3	Exemption Certificate
Annex 4	Relevant Legislation
Annex 5	Format for Reporting Alleged Inadequacies of Port Reception Facilities

ANNEX 1

ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

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

This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record

1. SHIP PARTICULARS

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

2. PORT AND VOYAGE PARTICULARS

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

3. TYPE AND AMOUNT OF WASTE AND STORAGE CAPACITY

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

Book, Garbage Record Book or Garbage Management Plan as required by the MARPOL Convention.

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

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

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

Other waste, not covered by MARPOL

Passively fished waste					
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Notes

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

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

ANNEX 2**WASTE DELIVERY RECEIPT**

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

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

1. PORT RECEPTION FACILITY AND PORT PARTICULARS

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

2. SHIP PARTICULARS

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

3. TYPE AND AMOUNT OF WASTE RECEIVED

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

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

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

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

ANNEX 3

EXEMPTION CERTIFICATE

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

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

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

[]

and calls at these ports at least once a fortnight:

[]

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

[]

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

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

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

Place and date

.....

Name
Title

ANNEX 4

LEGISLATION LIST

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

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

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

- S.I. No. 788 of 2007: Sea Pollution (Prevention of Oil Pollution) Regulations 2007
- S.I. No. 282 of 2008: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2008
- S.I. No. 664 of 2010: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2010

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

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

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

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

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

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

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

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

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

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

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

- S.I. No. 383 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2011
- S.I. No. 596 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) (No. 2) Regulations 2011
- S.I. No. 35 of 2013: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2013
- S.I. No. 48 of 2017: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2017

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

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

[Other legislation]

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

Annex 5

FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

1 SHIP'S PARTICULARS

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

2 PORT PARTICULARS

- 2.1 Country: _____
- 2.2 Name of port or area: _____
- 2.3 Location/terminal name: _____
(e.g. berth/terminal/jetty)
- 2.4 Name of company operating the reception facility (if applicable): _____
- 2.5 Type of port operation:
- Unloading port Loading port Shipyard
- Other (specify) _____
- 2.6 Date of arrival: ___ / ___ / ___ (dd/mm/yyyy)
- 2.7 Date of occurrence: ___ / ___ / ___ (dd/mm/yyyy)
- 2.8 Date of departure: ___ / ___ / ___ (dd/mm/yyyy)

3 INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge (m ³)	Amount <u>not</u> accepted (m ³)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I-related			
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)			
MARPOL Annex II-related			
Category of NLS residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related			
Sewage			
MARPOL Annex V-related			
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			
MARPOL Annex VI-related			
Ozone-depleting substances and equipment containing such substances			

Exhaust gas-cleaning residues			
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3.2 Additional information with regard to the problems identified in the above table.

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

Yes No

If Yes, with whom (please specify)

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

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

Master's signature

Date: ____ / ____ / ____ (dd/mm/yyyy)

SOP 1:

WASTE:

Scope:

The purpose of this operating Procedure is to outline how all waste categories are handled by the Port of Cork Company.

Responsibilities:

Vessel Agents and Port of Cork Authority.

Outline:

The Port of Cork needs to make provision for all vessels calling within Port Limits to facilitate them landing any MARPOL Annex V waste.

Below are the categories of waste which are accepted.

A: Plastics

B: Food Waste

C: Cooking Oil

D: Incinerator Ashes

E: Operational Waste

F: Operational Waste

G: Animal Carcasses

H: Fishing Gear

I: E Waste

J: Cargo Residues (non HME)

K: Cargo Residues (HME)

Listed below are the procedures in place for above,

Categories A, B & C

These can all be landed directly into the bins provided to the vessels while they are alongside.

Category D:

Private arrangement via Vessel and Agent through a Third party company.

Category E:

Private arrangement via Vessel and Agent through a Third party company.

Category F:

Private arrangement via Vessel and Agent through a Third party company.

Category G:

Consultation via Vessel agent and Department of Agriculture Officer.

Category H:

There are 2 x 1100ltr wheelie bins for passively fished waste. One Bin is on Horgans Quay and the other is in Crosshaven. Both bins are locked. These can be opened to facilitate use at a time agreed between the fishing vessels agent and Port Authority.

Category I:

Private arrangement via Vessel and Agent through a Third party company.

Category J:

Private arrangement via Vessel and Agent through a Third party company.

Category K:

Private arrangement via Vessel and Agent through a Third party company.