

# ENVIRONMENTAL DOCUMENT PORT WASTE MANAGEMENT PLAN

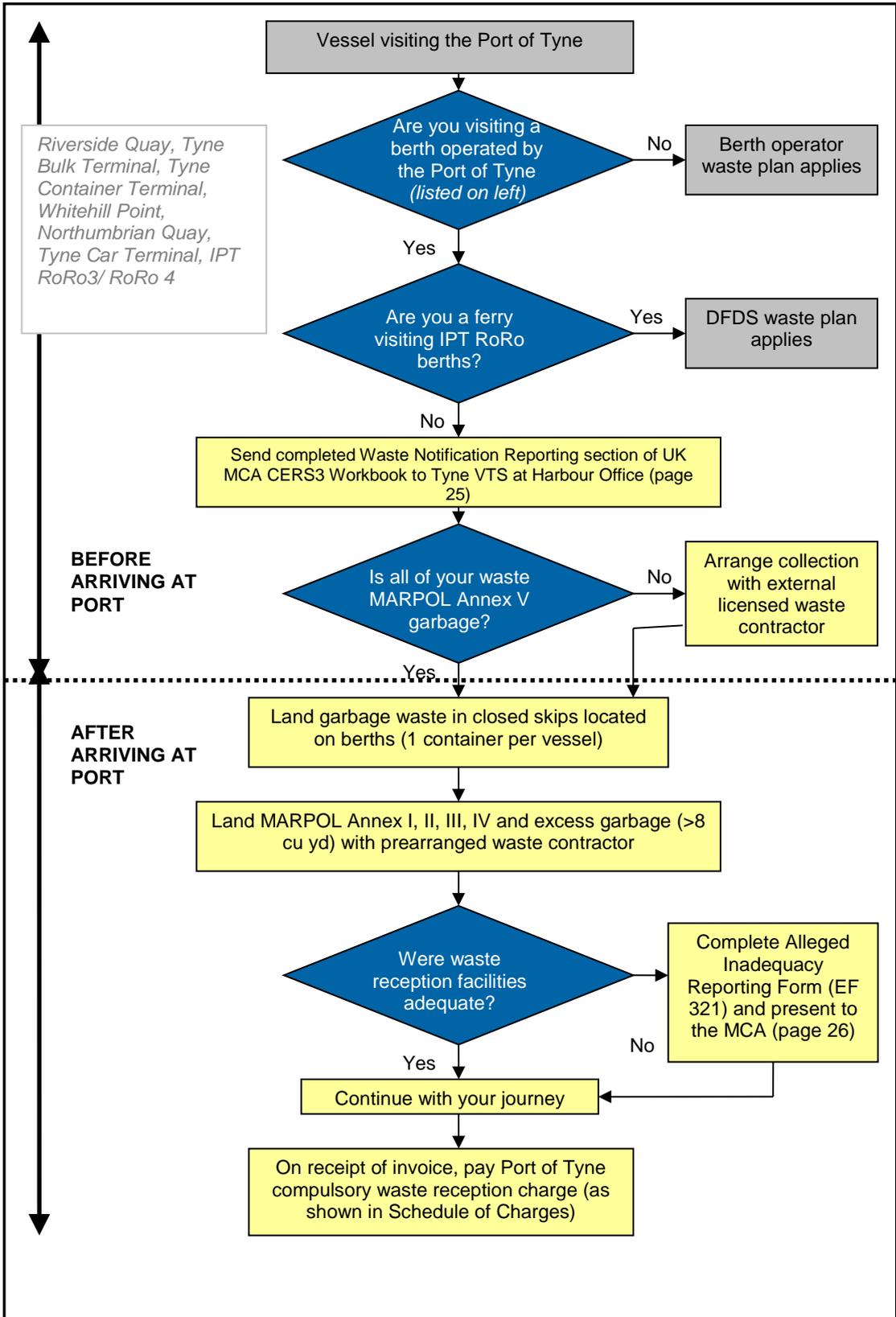
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**WASTE PLAN SUMMARY FLOWCHART**



## FOREWORD

This Waste Management Plan has been produced by the Port of Tyne in response to the requirements set out in the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 1809 of 2003) (as amended by SI 1176 of 2009 and SI 1211 of 2016), and Merchant Shipping (Prevention of Pollution by Sewage & Garbage from Ships (SI 3257 of 2008). These Regulations are explained in guidance offered by the MCA – MGN 358 and MGN 563, Rev 1. The Plan follows the Department of the Environment, Transport and the Regions guidance booklet, “Port Waste Management Planning – How to do it” and “Port Waste Management Planning – A Guide to Good Practice” 2003 produced by the MCA.

This fourth revision of the Port of Tyne Waste Management Plan, originally published in 2010, has been introduced to update the original Plan following the change of Harbour Master. This edition also ensures that the Port of Tyne complies with all legislation and guidelines, namely the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended).

In the preparation of this Plan, due consideration has been given to the requirements of the specific legislation and the need for clear guidelines for those in the waste chain. The Plan identifies the constituent and ancillary parts of that chain, providing information to assist in the handling and disposal of all categories of waste in the prescribed manner.

The strict requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) for ships operating in the North Sea mean that the pressure on ship waste management for ships using the Port of Tyne is ever increasing. The MCA will now ask ships’ Masters to comment on the adequacy of port waste reception facilities during Port State Control Inspections.

The implementation of the Port of Tyne Waste Management Plan is a further step forward in the control and management of waste from ships in order to ensure a cleaner environment at sea and in port. The overall aim of this Waste Management Plan is to assist in the reduction of the quantity of waste entering the rivers and seas.

The Plan is intended for use by all vessels, regardless of size, which use those berths operated by the Port of Tyne, shipping agents and those in a position to assist in the arrangement of waste disposal from ships. It is also intended to assist Licensed Waste Contractors operating within the jurisdiction of the port and employed to remove waste from vessels and from shore.



**Steven Clapperton**

**Harbour Master – Port of Tyne Authority**

## REVISION HISTORY

Issue No.	Revision	Date	Approved by	Change
1	-	1.09.04	M. Nicholson	
2	-	1.11.06	A. Kerr	<ul style="list-style-type: none"> <li>Updated Port wheelie bin allocation</li> <li>Changes to the Nissan waste facilities</li> <li>Removal of Fjord Line from document</li> <li>Updated contact list of licensed waste contractors</li> <li>Change of Special Waste Regulations to Hazardous Waste Regulations</li> <li>Changed form numbers</li> </ul>
2B	-	10.1.07	A. Kerr	Updated contact details for Small Craft Facilities
1	A	14.06.10	M. Nicholson	<ul style="list-style-type: none"> <li>Format and Layout – Corporate Branding.</li> <li>Changes to location of waste facilities.</li> <li>Updated contact details.</li> <li>Revision of charges.</li> </ul>
1	B	18/12/2012	M. Nicholson	<ul style="list-style-type: none"> <li>Removal of contact details to separate document</li> <li>Revision of charges</li> <li>Update of applicable legislation</li> </ul>
1	C	10/8/2015	M. Nicholson	General review and update (inc legislation) Extraction of charges (Appendix C) to separate document
1	D	15/03/2016	A. McPherson	Update HM, minor updates to some berth details
1	E	10/7/17	S. Clapperton	Update HM, general review and update (including legislation), change of notification to CERS 3

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## 1.0 INTRODUCTION

### 1.1 PREAMBLE

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

As a party to MARPOL 73/78, the United Kingdom Government has an obligation to ensure that Port Authorities in the United Kingdom provide waste reception facilities that are adequate for ships using the port for a primary purpose other than using the waste reception facilities.

The Government meets this obligation by placing a statutory duty on Port Authorities, Marina and Terminal Operators to ensure the provision of reception facilities consistent with the requirements of MARPOL 73/78. The **Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended)**, which revoke Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 (SI 1997/3018), relate to reception facilities enabling vessels to discharge all types of MARPOL waste.

Similarly, all ships are limited by MARPOL 73/78 legislation as to the type and amount of waste they are allowed to dump at sea. The regulations are contained in The Merchant Shipping (Prevention of Oil Pollution) Regulations (SI 1996/2154) for oily waste. The Merchant Shipping (Prevention of Pollution by Garbage) Regulations 1988 (SI 1988/2292) for garbage, have been revoked by the new Regulations.

Vessels operating in the North Sea are subject to the even more stringent controls imposed when the North Sea was designated a *Special Area* under the terms of MARPOL 73/78 which causes additional responsibilities in terms of the disposal of ship generated waste of all types.

The **Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003** (as amended by SI 1176 of 2009 and SI 1211 of 2016), and Merchant Shipping (Prevention of Pollution by Sewage & Garbage from Ships (SI 3257 of 2008) implement the EU's Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues. These regulations introduce a number of changes, mainly:

- Ships must provide notification, before entry into the port or terminal, of the waste they will discharge, including information of types and quantities. Fishing vessels (of whatever size) or recreational craft authorised to carry, or designed to carry, no more than 12 passengers are exempt from these regulations.
- Ships must deliver their waste to port reception facilities, unless they have sufficient dedicated storage capacity to store the waste until the next port of call and have followed the required notification procedure.
- Ships must pay a mandatory charge to make a significant contribution to the cost of port reception facilities for ship generated waste, whether they use them or not. This does not apply to fishing vessels (of whatever size) or recreational craft authorised to carry, or designed to carry, no more than 12 passengers.

Harbour Authority's and terminal operators are required to inform the MCA (Maritime Coastguard Agency) should they have clear evidence that a ship has proceeded to sea without complying with the regulations. In such a case, the MCA should inform the Competent Authority of the State in which the port is situated about the ship and the evidence.

### 1.2 THE NEED FOR WASTE RECEPTION FACILITIES

The Port of Tyne undertakes to analyse the need for facilities and notify the Maritime and Coastguard Agency accordingly. Detailed information on types and quantities of waste to be discharged will be collected via the Harbour Master's Office as part of the information required as Conditions of Entry

and Sailing and supplied on a regular basis to the Maritime and Coastguard Agency. Refusal to comply by the vessel will also be notified to the MCA.

There are approximately 700 small craft registered within the Port of Tyne's jurisdiction. Annually, around 1500 - 2000 commercial vessels visit the port. Approximately 85% of these visit Port of Tyne owned or operated berths whereas the remainder go to privately operated cargo berths or ship repair facilities. Waste returns indicate that over the past 5 years, approximately 90% of ships have landed waste on the Tyne.

### 1.3 OBJECTIVE

The aim of this Waste Management Plan is:

- To reduce illegal discharge and minimise production of waste from ships
- To fulfil The Port of Tyne's 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
- To reuse or recycle waste wherever possible
- To dispose of waste so as to minimise negative environmental effects
- To promote education and awareness of wise waste management

Nothing in the plan absolves the individual marina or berth/terminal operator from his obligation to provide adequate waste reception facilities consistent with the requirements of MARPOL 73/78.

### 1.4 SUMMARY

The Port of Tyne Waste Management Plan provides information to all vessels using the Port of Tyne to enable them to make best use of the waste reception facilities available in the port.

It complies with the requirements of the Maritime & Coastguard Agency and the **Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended)** by:

- Detailing waste reception facilities for ships,
- Encouraging the use of such disposal facilities in a regular and environmentally correct manner, and
- Improving communication between the providers and users of port waste reception facilities through dialogue and regular consultation.

### 1.5 APPLICABILITY, TYPE AND CAPACITY OF PORT WASTE RECEPTION FACILITIES

The Port's Waste Management Plan only applies to vessels visiting berths owned and operated by the Port of Tyne Group, namely:

- **South Shields** – Riverside Quay, Tyne Container Terminal, Tyne Bulk Terminal and Tyne Car Terminal
- **North Shields** – Northumbrian Quay, Whitehill Point and the International Passenger Terminal (excluding DFDS)

Separate Waste Management Plans should be prepared and annexed to this Plan for berths owned by the Port, but 'operated' by an external company as part of a 'common user' berth, namely:

- **DFDS** – International Passenger Terminal Ro-Ro berths

All other berths within the Port of Tyne's jurisdiction not mentioned above, which are owned and/or operated by other organisations, are required to produce their own Waste Management Plans, to comply with relevant regulations.

A summary of waste reception facilities available within the jurisdiction of the Port of Tyne, as defined in the General Byelaws of the Port of Tyne, can be found in ED315 Waste Management Plan Contact List And Berth Waste Facilities.

Table 1 – Report of Cost, Type and Capacity of Waste Reception Facilities – Port of Tyne

	Annex I – Oily waste						Annex II – Noxious Liquid Substances Categories A, B or C	Annex IV – Sewage	Annex V – Garbage
	Dirty Ballast Water	Tank washing (slops)	Oily mixtures containing chemicals	Scale and sludge from tank cleaning operations	Oily Bilge Water	Sludge from purification of oil			
<b>Type and size of facility</b>	Fixed or tanker	Fixed or tanker	Fixed or tanker	Fixed	Fixed or tanker	Fixed or tanker	Fixed or tanker	Tanker	Skip
<b>Method of use (where applicable)</b>	-	-	-	-	-	-	-	-	-
<b>Is notice required?</b>	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 24h	Yes, 2h
<b>Frequency of emptying</b>	As req'd	As req'd	As req'd	As req'd	As req'd	As req'd	As req'd	As req'd	As req'd
<b>Annual capacity</b>	Unlimited in normal circumstances								
<b>Cost of use</b>	The cost of use of waste disposal facilities varies from berth to berth and can be obtained from ships agents and waste contractors listed in this plan. In case of difficulty contact Port of Tyne Harbour Master.								

## 1.6 ACKNOWLEDGEMENTS

Preparation of this Waste Management Plan involved consultations between the Harbour Master, private berth owners and operators, shipyard and repair berth owners and operators, permanent berth owners, sailing and boating clubs, Tyne Port Health Authority and various other organisations and individuals. The help and co-operation of all participants is gratefully acknowledged.

## 2.0 WASTE MANAGEMENT

### 2.1 GENERAL

The waste handling chain consists of a number of links. Successful transfer of waste from vessel to disposal site depends upon effective communication between each link in the waste management chain.

**The Port of Tyne Harbour Master is responsible for the implementation of the Waste Management Plan.**

### 2.2 VESSEL

Waste is generated on board vessels and must be disposed of as required by the MARPOL Convention and UK Merchant Shipping Regulations. To comply with pre-notification and post-landing requirements the Master should communicate the following:

- **Waste notification** – information to be notified before entry into the Port of Tyne, under regulation 11 of the **Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended)** and Article 6 of Directive 2000/59/EC.
- **Reporting Alleged Inadequacies** – completed if the Master of a ship has encountered difficulties in discharging waste to reception facilities and forwarded, together with supporting documentation, to the MCA.

Reporting requirements and more comprehensive details are included in section 4.0 – ‘Waste Management Procedures’ of this Plan.

### 2.3 BERTH/TERMINAL OPERATORS

#### 2.3.1 Port of Tyne Common User Berth Operators

Berth operators on Port of Tyne common user berths currently include DFDS at the International Passenger Terminal RoRo berths.

The aforementioned berth operators will be expected to submit documents, to prove that they have a ‘robust system’ for dealing with ships waste, which will be annexed in Section 6 of this Plan.

Documents should include:

- Copy of contract with licensed waste contractor
- Evidence of provision of adequate waste reception facilities and landing procedures
- Pre-notification reporting system and verification process
- Record collection and returns to the Port
- Charging system (similar in value to the Port’s charge)
- Summary of instructions given to visiting ships

Berth operators are reminded that no waste should be stored more than 7 days on site before collection/disposal and operators are subject to the requirements set by DEFRA under the Animal Origin Regulations 2003 (i.e. cleaning and disinfecting of skips used for third country food waste).

**Returns** Berth/terminal operators are also responsible for reporting waste collection figures, to the Port of Tyne’s Harbour Office. The following details should be submitted to Tyne VTS, at the Harbour Office, on a quarterly or pre-arranged basis:

- Berth name
- Dates covered
- No of visits to berths
- Amounts of waste collected per month for each MARPOL Annex category of waste
- Dated signature verifying the accuracy of the data
- Cost of waste disposal

Standard ship declaration forms and berth operator summary spreadsheets are available from Tyne VTS or the Port of Tyne Environment Department.

### 2.3.2 Other Berth/Terminal Operators

All berth and terminal operators are required to produce a waste management plan, which must interface with the general principles laid down within this Port of Tyne Waste Management Plan. The terminal/berth plan must give vessels clear information regarding the method of landing waste. The Port and MCA are available to offer assistance while preparing Waste Management Plans. In addition, official guidance is offered on the MCA section on the GOV.UK website, (also listed in section 3.4 of this Plan) and the Port's Plan is available as a Word document, which can be used as a template for berth operators' Plans.

In the production of these plans, it should be borne in mind that English may not be the first language of the crew, and, where appropriate; information should be given pictorially. Nothing in the regulations requires the operator to become the owner of the waste at any stage and it is quite acceptable for the vessel to liaise with the waste contractor directly. Where berth/terminal operators do form part of the waste management chain, it may be advisable to consider certain additional safeguards such as lockable skips, a signed statement from ships' Masters as to type and quantity of waste landed and/or operators' indemnity insurance.

The MCA and Port expect that terminal operators should make their charges transparent and justify the charge in relation to costs.

**As shown in section 2.3.2 above, berth operators must complete a summary report for waste collection figures.**

## 2.4 SHIPPING AGENTS

Shipping agents act on behalf of vessels, and their participation is essential in the passing of information and making arrangements for the disposal of waste. Waste contractors engaged by agents should be properly licensed and a list of licensed waste contractors is incorporated into this plan. Agents are requested to inform the port of those contractors who are engaged to remove waste and are not so listed. **Inclusion in the Plan does not guarantee that the Contractor is appropriately licensed and similarly Contractors not appearing in the plan may be used provided they are appropriately licensed.**

Ship agents are responsible for providing the vessels that they represent, with copies of the relevant sections of Port's Waste Management Plan and ensuring that proper procedures are followed, including the completion of relevant forms.

The MCA requires information on the overall cost of ships' waste disposal, from ships visiting the Port of Tyne, which will be used to verify the correct level of charging within the Port. Therefore, ship's agents are responsible for reporting, on a ship to ship basis, the cost of non-garbage waste landed from vessels. Information should be passed to the berth/terminal operator and include a breakdown of costs for each category of waste for each vessel.

## 2.5 WASTE CONTRACTORS

Those waste contractors who are known to operate at this port are listed in the Waste Management Plan contact list. Contractors are encouraged to remain flexible in their approach to ships' waste, having regard to the limited notice that may be given in some cases.

## 2.6 PORT OF TYNE

It is the responsibility of the Port of Tyne to produce and file a port waste management plan and to ensure berth/terminal operators allow and encourage ships to land waste. Periodically, the Port of Tyne will require the facility to inspect records of waste transactions for the purpose of statistical analysis. This information will be required by the Maritime & Coastguard Agency and the Department

of the Environment, Food and Rural Affairs (DEFRA) to produce and audit baseline performance indicators of types and quantities of waste landed and the adequacy of reception facilities. The Port of Tyne will assist in liaison between terminal/berth operators and agents where necessary. The Port of Tyne is able to handle all types of waste expected to be produced by vessels using the Port of Tyne berths. Port of Tyne Port Operations are available should any further assistance be required.

## 2.7 TYPES OF FACILITIES

The reception of MARPOL 73/78 Annex I (Oily) waste is mainly carried out by tanker lorry or oil residue barge. On many berths a dedicated hatched area is allocated where this operation can be safely carried out without interfering with the loading or discharging of cargo. The reception of MARPOL 73/78 Annex II (noxious liquid substances) waste is more specialised and is invariably carried out by tanker lorry. Tank washings and cargo residues can be accepted by pipeline at berths that handle bulk liquid cargoes. The reception of MARPOL 73/78 Annex IV (sewage) waste is by prior arrangement with appropriate waste contractors.

The Master of any vessel wishing to discharge Annex I or Annex II waste must give appropriate notice to his agent or the person in charge of the reception facility of the quantity and content before any substances are discharged.

One closed wheelie bin is provided (within the compulsory charge) for ships visiting Port of Tyne operated berths, and by arrangement at others for the reception of garbage (MARPOL 73/78 Annex V) waste. Recycling facilities are also available at some berths and the use of these facilities is encouraged.

All other types of waste (MARPOL oil, oily mixtures, cargo residues, noxious substances, etc) and additional garbage must be removed and disposed of by a licensed waste contractor. Ships' agents are required to deal directly with the waste contractors to arrange collection and disposal. Agents are advised to establish relevant payment procedures and contacts in preparation for waste needs. It should be noted that many waste contractors will only deal with companies where a contractual agreement is already in place beforehand.

## 2.8 RELEVANT LEGISLATION

All relevant UK and EU legislation, IMO publications and MCA guidance information is listed in Section 3 – 'Legislation' of the Port Waste Management Plan.

## 2.9 DUTY OF CARE DOCUMENTATION

Waste poses a threat to the environment and to human health if it is not managed properly and recovered or disposed of safely. The duty of care is designed to be an essentially self-regulating system that is based on good business practice. It places a duty on anyone who in any way has a responsibility for controlled waste to ensure that it is managed properly and recovered or disposed of safely. It is the Master's responsibility to ensure that waste is placed in the correct facility. If the waste reception facilities are found to be inadequate or full, this should be reported to the berth contact. It should be noted that nothing in this plan should be deemed to extend the duty of care or impose ownership of waste beyond the usual parameters. Ports must comply with a "duty of care" as laid down in the Environmental Protection Act 1990 and the Waste (England and Wales) Regulations 2011. This duty applies to anyone who is the "holder" of controlled wastes who must take all measures to prevent the escape of waste from his control and to ensure that waste is transferred only to an authorised contractor and is accompanied by a written description of the waste. The Regulations also stipulate that land is kept free from litter and refuse as far as is possible. The duty of care as set out in the Environmental Protection Act 1990 stipulates that those subject to the duty must try:

- To prevent any other person from committing the offences of depositing, disposing of or recovering waste without a waste management licence, contrary to the conditions of a licence, or in a manner likely to cause environmental pollution or harm to health.

- To prevent the escape of waste, that is to contain it.
- To ensure that, if waste is transferred, it goes only to an authorised person or to a person for authorised transport purposes.
- When waste is transferred, to make sure that there is also transferred a written description of the waste.

## 2.10 WASTE LEFT FOR COLLECTION

The temporary storage of waste consisting of garbage, including any such waste which is designated hazardous waste, at the reception facilities provided in the Port of Tyne Waste Management Plan is exempt from the requirements of Environmental Permitting provided that the amount of garbage stored from each ship does not exceed 20m<sup>3</sup>, and is not stored for longer than seven days. Similarly, the storage of tank washings, including any which is hazardous waste, is exempt provided that the amount of tank washings consisting of dirty ballast does not exceed 30% of the total deadweight of the ships from which the washings have been landed, or the amount of tank washings consisting of waste mixtures containing oil does not exceed 1% of the total deadweight of the ships from which the washings have been landed.

Waste should only be placed in the container provided - either wheelie bins or skips. If for any reason waste is left for collection, it should be in containers that are strong enough to resist not only wind and rain but also animal disturbance, especially for food waste. In berths operated by the Port of Tyne garbage skips and recycling bins are emptied regularly by approved waste contractors. If any facility is found to be full, the ships' Masters should inform Tyne VTS who will arrange for it to be emptied.

Other terminal or berth operators have their own arrangements to ensure that waste reception facilities are maintained in a satisfactory condition. Within this plan, the arrangements of terminal and berth operators are represented by individual summaries and Berth Data Sheets. Separate arrangements apply to small craft facilities, which are detailed separately within this plan.

## 2.11 FOOD STUFF LANDED AS WASTE

Waste food is controlled through the Animal Health By-Products Regulations (EC/1774/2002). Tyne Port Health Authority Officers must be notified before certain foodstuffs are landed as waste. These are contaminated water, foodstock (except meat or meat products), meat and meat products. Tyne Port Health Authority can be contacted on the details provided in ED315 Waste Management Plan Contact List.

All skips removed by the approved waste contractor, on behalf of the Port, are treated as Class 1 food waste (originated from outside EU) and are disposed of accordingly.

## 2.12 BARKED TIMBER

There is a risk that imported wooded packaging material and loose dunnage could be the means of introducing a wide range of pests and diseases. The Plant Health Service of the Forestry Commission has prohibited the use of solid wood dunnage within terminals unless it has been completely stripped of bark. Plywood and other processed or reconstituted wood products are not included and may be used freely.

The Plant Health (Forestry) Order 2005 lays down the minimum facilities which must be provided by port authorities to meet the requirement of the Order and allow Plant Health Inspectors to carry out their responsibilities.

## 2.13 RESPONSIBILITIES

The Harbour Master is responsible for the overall co-ordination of the Waste Management Plan, and is responsible for ensuring all arriving vessels are made aware of the waste reception facilities available at each berth.

It is the berth/terminal operators' responsibility to ensure that the stated berth facilities are on site and ready to receive the vessels ship generated waste. The terminal operator will inspect waste reception facilities regularly and arrange to have them replaced or emptied as necessary.

The Master of the vessel is responsible for informing his agent 24 hours in advance of arrival and Tyne VTS not less than 2 hours prior to arrival of the type and amount of waste he intends to land while in the Port of Tyne and of advising if his requirements for landing waste change, or if the berth facilities are not suitable for accepting his waste. Information will be collated via a standard report form as part of the Conditions of Entry, either via the agent or direct to Port Operations.

Ships' agents are responsible for arranging waste reception facilities requested by vessels arriving or in the port.

As part of the conditions of sailing, ships' Masters should complete the Waste Notification section of the UK MCA CERS 3 Workbook, stating the quantity and type of waste that has been landed, and arrange for this information to be delivered to the Harbour Master, either through the agent or Tyne VTS. If the vessel has not discharged the waste notified, the Master should state why not, i.e. stored for discharge at another port, disposed of using on-board equipment.

## **2.14 PORT STATE CONTROL INSPECTION OF WASTE RECEPTION FACILITIES**

Provision of waste reception facilities by port authorities is subject to Port State Control Inspection. Maritime and Coastguard Agency surveyors will ask Masters' opinions of the adequacy of facilities provided in the Port of Tyne. The standard report form includes provision for such comments to be made and Masters are encouraged to inform the Harbour Master of any deficiencies in provision of waste reception facilities.

## **2.15 HAZARDOUS WASTE**

### **2.15.1 Introduction**

The Hazardous Waste (England and Wales) Regulations 2005 (SI 2005/894), which replace the Special Waste Regulations, define Hazardous Waste and detail the requirements of removing hazardous waste from ships in a harbour area.

### **2.15.2 Consignment Notes**

The Hazardous Waste Regulations apply when hazardous waste is removed from a ship in a harbour area to reception facilities within the harbour area, or by pipeline to facilities outside the harbour area.

### **2.15.3 Procedure**

The Master of a vessel with hazardous waste to discharge is to prepare three copies of the Hazardous Waste Consignment Note with Parts A and B completed, before any hazardous waste is discharged. The operator of the waste reception facility, e.g. tanker lorry etc., is to complete Part C. On completion of discharge, the Master must ensure that Part D of the Consignment Note is completed. The Master keeps one copy of the Note and two copies are retained by the waste facility operator. He will complete Part E of the Note and retain copy number two. The third copy is to be forwarded by the operator to the Environment Agency.

### **2.15.4 Types of Hazardous Waste**

The European Waste Catalogue list all wastes, with each type of waste is assigned a six digit waste code which must be noted on any Consignment Note when Hazardous Waste is discharged from vessels in the Port of Tyne.

## **2.16 REMOVAL OF WASTE FROM BERTHS**

The temporary storage of waste consisting of garbage, including any such waste which is Hazardous Waste, at the reception facilities provided in the Port of Tyne Waste Management Plan is exempt

from the requirements of Environmental Permitting (under the Environmental Permitting Regulations 2010), provided that the amount of garbage stored from each ship does not exceed 20m<sup>3</sup>, and is stored for no longer than 7 days.

At berths operated by the Port of Tyne approved waste contractors' empty garbage skips regularly.

Other terminal or berth operators have their own arrangements to ensure that waste reception facilities are maintained in a satisfactory condition.

## 2.17 CHARGING SYSTEM

Approved contractors will normally invoice ships' agents for payment for disposals but Masters should obtain receipts where appropriate for quantities of waste disposed of. Details of disposal should be entered into the ship's Garbage Record Book for future inspection by Port State Control inspectors. DEFRA has stipulated that charging systems should be fair and not seen as an opportunity for the imposition of inflated additional charges. The principle of using the Best Available Technology Not Entailing Excessive Cost (BATNEEC) applies. Individual tariffs are subject to negotiation between ships' Masters and waste contractors through ships' agents. Masters are encouraged to report excessive charges to the Harbour Master for investigation; this can be monitored through the vessel questionnaire, although the Port of Tyne does not intend to interfere with the commercial operation of waste disposal at private berths.

**The Port of Tyne, in compliance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended), will levy a charge (indicated in the Schedule of Charges), for ALL vessels visiting its berths (listed in Section 4.1.1). Each vessel will have the charge added to the conservancy charge invoice, which is payable on entry.**

Further information is available in section 4.1 – 'Waste Management Procedures'.

## 2.18 WASTE DISPOSAL

All berth operators are required to dispose of their waste in compliance with statutory regulations, and using a licensed waste disposal company.

## 2.19 INFORMATION TO BE MADE AVAILABLE TO ALL PORT USERS

The Port of Tyne will issue copies of the Port Waste Management Plan to relevant parties and make additional copies available, on request, from Maritime House, Tyne Dock. The Port will inform agents, licensed waste contractors, local authorities, and others as detailed in the Distribution List. Shipping agents are encouraged to distribute the plan to regular calling vessels.

## 2.20 DATA COLLECTION

To ensure that the Waste Reception Facilities are adequate, the Port of Tyne will record the actual use of Port waste reception facilities and amounts of ship-generated waste and cargo residues received. The records will be collected by three main ways:

### 2.20.1 Vessels disposing of waste

Vessels that are entering the Port of Tyne are required to complete a the Waste Notification section of the UK MCA CERS 3 Workbook, prior to entry into the Port of Tyne. Completed forms should be sent to the Harbour Master.

Vessels are invited to complete an optional form – Alleged Inadequacy Reporting Form (EF 321) – giving them the opportunity to report inadequacies in waste reception facilities. This form is optional and should be returned to the MCA. Initial dialogue with the Harbour Master is highly recommended.

The Waste Disposal Declaration Form will provide information on the types and amounts of waste deposited at waste reception facilities, as well as give the ships' masters an opportunity to assess the adequacy of the waste reception facilities available.

### 2.20.2 Waste Reception Facility Operators

Completed berth operator summaries should be passed to Tyne VTS, at the Harbour Office, every quarter. The form will provide the Port with data on the types and amounts of waste received at each waste reception facility, as well as information on the disposal costs incurred by vessels visiting the Port of Tyne.

Berth operator summary spreadsheets are available from Tyne VTS or the ports environment department.

### 2.20.3 Port of Tyne

The Port will collect the waste information from the ships/ships agents and berth operators, and maintain a database of results. These results can be used to:

- Assess the adequacy of the waste reception facilities available.
- Comply with MARPOL.
- Inform relevant bodies and organisations of waste reception data.

Summary information on the notification and other collated information will be held for a minimum of 3 years.

## 2.21 AUDIT AND REVIEW

The Port of Tyne undertakes to issue this plan with an issue and amendment procedure so that changes may be notified and circulated. In addition, it will participate in any formal review required. Vessels are encouraged to report any deficiencies in the system or excessive charges levied.

The Port of Tyne undertakes to file its plan with the Maritime and Coastguard Agency.

## 3.0 LEGISLATION

### 3.1 UK LEGISLATION

- **Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulation 2003 (SI 2003/1809) (as amended by SI 1176 of 2009), Merchant Shipping and Maritime Security Act 1997 and Merchant Shipping (Prevention of Pollution by Sewage & Garbage from Ships (SI 3257 of 2008).**
- **SI 2009 No. 1176 - The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009**
- **SI 2016 No 1211 – The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment Regulation 2016**
- **The Products of Animal Origin (Third Country Imports) (England) Regulations 2003 (SI 2003/3177), as amended.**
- **Marine and Coastal Access Act 2009**
- **Water Resources Act 1991**
- **Waste (England and Wales) Regulations 2011**
- **Controlled Waste (England and Wales) Regulations 2012**
- **Environmental Permitting (England and Wales) Regulations 2010**
- **Hazardous Waste (England and Wales) Regulations 2005 (SI 2005/894)**
- **Environment Act 1995**
- **Control of Pollution (Amended) Act 1989**
- **Landfill Tax Regulations 1996 (SI 1996/1527) (as amended)**
- **Landfill Tax (Contaminated Land) Order 1996 (SI 1996/1529)**
- **Environmental Protection Act 1990**
- **Producer Responsibility Obligations (Packaging Waste) Regulations 2007 (SI 2007/871)**
- **EU Directive on Landfill (1999/31/EC)**
- **WEEE Directive (Waste Electrical and Electronic Equipment) (2002/96/EC) as amended by 2003/108/EC and 2008/34/EC**
- **The Waste Electrical and Electronic Equipment Regulations 2006 (SI 2006/3289) (amended by SI 2007/3454)**
- **The Waste Electrical and Electronic Equipment Regulations 2013**
- **The Environmental Protection (Controls on Ozone-Depleting Substances) Regulations 2011**
- **Plant Health (Forestry) Order 2005**

### 3.2 EUROPEAN LEGISLATION

- Directive 2000/59/EC on Port reception facilities for ship-generated waste and cargo residues

### 3.3 IMO PUBLICATIONS

- MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978).
- Comprehensive Manual on Port Reception Facilities
- Guidelines for the Provision of Adequate Reception Facilities on Ports – Part 1, Oily Wastes.
- Guidelines for the Provision of Adequate Reception Facilities on Ports – Part 2, Residues and Mixtures containing Noxious Liquid Substances.
- Guidelines for the Implementation of Annex V of MARPOL 73/78.
- Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities

### 3.4 MARITIME COASTGUARD AGENCY

#### Marine Guidance Notes

- MGN 358 (M+F) - Consolidated European Reporting System (CERS) Reporting requirements in respect of Port Waste Infringements and Bulk Carrier Infringements
- MGN 381 (M+F) - Survey and Certification Requirements for the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008
- MGN 386 (M+F) - Survey and Certification Requirements for The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008: additional guidance
- MGN 563 (M+F), Rev 1 - Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments

#### Merchant Shipping Notices

- MSN 1678 (M+F) - The Special Waste Regulations 1996 Instructions to Surveyors
- MSN 1819 (M+F) - The Merchant Shipping (Prevention of Air Pollution From Ships)
- MSN 1831 (M+F) – Vessel Traffic Monitoring Notification and Reporting Requirements for Ships and Ports
- MCA booklet 'Port Waste Management Planning – A Guide to Good Practice' December 2003
- MCA 'Port Waste Management Planning – Addendum Proforma' December 2003
- MCA 'Informal Guidance on the Mandatory Charge Element of the Port Waste Facilities Regulations 2003'



## 4.0 WASTE MANAGEMENT PROCEDURES

### 4.1 WASTE MANAGEMENT PROCEDURES FOR VESSELS OF OVER 20M LOA

#### 4.1.1 Purpose and Scope

The Port's Waste Management Plan is intended to detail the procedures and facilities available to land ships waste. The Plan is intended to reduce the amounts of ship board waste disposed of at sea.

The Port's Waste Management Plan only applies to vessels visiting berths owned and operated by the Port of Tyne, namely:

- **South Shields** – Riverside Quay, Tyne Container Terminal, Tyne Bulk Terminal, McNulty and Tyne Car Terminal
- **North Shields** – Northumbrian Quay, Whitehill Point and International Passenger Terminal (excluding DFDS)

Separate Waste Management Plans should be prepared and annexed to this Plan for berths owned by the Port, but 'operated' by an external company as part of a 'common user' berth, namely:

- **DFDS** – International Passenger Terminal Ro-Ro berths

All other berths within the Port of Tyne's jurisdiction not mentioned above, which are owned and/or operated by other organisations, are required to produce their own Waste Management Plans, to comply with relevant regulations.

A summary of waste reception facilities available within the jurisdiction of the Port of Tyne, as defined in the General Byelaws of the Port of Tyne, can be found in ED315 Waste Management Plan Contact List And Berth Waste Facilities. The Port maintains a collection of these Plans, for reference in the Harbour Office.

#### 4.1.2 Definitions

Relevant definitions are included in this Plan's glossary, which is inserted at the end of the Plan.

#### 4.1.3 Responsibilities

Relevant responsibilities are detailed in full in sections 2.2 to 2.6, but can be summarised as:

- **Vessel** – submit Waste Notification Section of UKMCA CERS 3 Workbook to Tyne VTS before arriving at Port, land ships waste appropriately, report inadequacies if relevant.
- **Principle** – to pay Port mandatory waste charge.
- **Shipping Agents** – provide ships with relevant parts of the Port's Plan, arrange disposal of non-garbage (Annex V) waste, report costs of waste landed to Port Operations.
- **Waste Contractors** – collect, transport and dispose of waste in accordance with relevant legislation.
- **Port of Tyne** – provide adequate waste facilities for ship visiting its berths, collect relevant data and pass on to the MCA.

#### 4.1.4 Procedure

An overview of the waste landing and notification procedure is shown in Figure 1 - Waste Reception and Landing Procedure Flowchart' located below.

All vessels of over 20m LOA visiting Port of Tyne owned and operated berths are required to complete the Waste Notification Section of UK MCA CERS 3 Workbook 24 hours (or as soon as possible) before entering the Port. This information may be given by any appropriate means, but no later than when notifying Tyne VTS of the intended Estimated Time of Arrival when coming within VHF range. It should be noted nil returns are required.

Arrangements for non-garbage waste collection and disposal should be arranged prior to arrival and must be arranged directly with licensed waste contractors. Records should be kept, by ships and their agents, of amounts of waste landed and should be submitted to Tyne VTS after every visit.

Each vessel is allocated one 1100 litre wheelie bin for Annex V (garbage only), which are identified in Figures 2 and 3 below. The bins are labelled as ‘Ships Garbage Only’ signs and are blue in colour. They are located at:

- 10 x Riverside Quay
- 6 x Tyne Car Terminal

Alternatively, ships visiting Northumbrian Quay and Whitehill Point are supplied with closed skips, which are labelled as “ship’s waste skips” and are supplied by the approved waste contractor. They are located at:

- 1 x Northumbrian Quay
- 1 x Whitehill Point

**All wheelie bins and skips provided by the Port of Tyne are suitable for the landing of Category 1 Food waste and garbage ONLY. No other skip should be used to dispose of ships waste. If unsure of the procedure, please contact Tyne VTS.**

**All waste containers are labelled as follows:**



If waste reception facilities are deemed to be inadequate, ships are requested to contact the Harbour Master prior to discussing the matter with the MCA, which should avoid any confusion.

Vessels visiting Riverside Quay and utilising Port waste facilities are provided with a leaflet detailing the types of waste accepted.

**4.1.5 Dunnage**

All barked dunnage landed at the Port’s berths must be disposed of appropriately, disposal will be subject to approval of the Forestry Commission. Arrangements should be made with the Port’s Dock Manager to handle the barked dunnage. **An additional charge will be levied.**

**4.1.6 Exemptions**

Any organisation that considers it may qualify for an exemption to the Port Waste Reception Facilities Regulations 2003’, as explained in the Marine Guidance Notice (MGN) 563, should contact the Harbour Master at the Harbour Office.

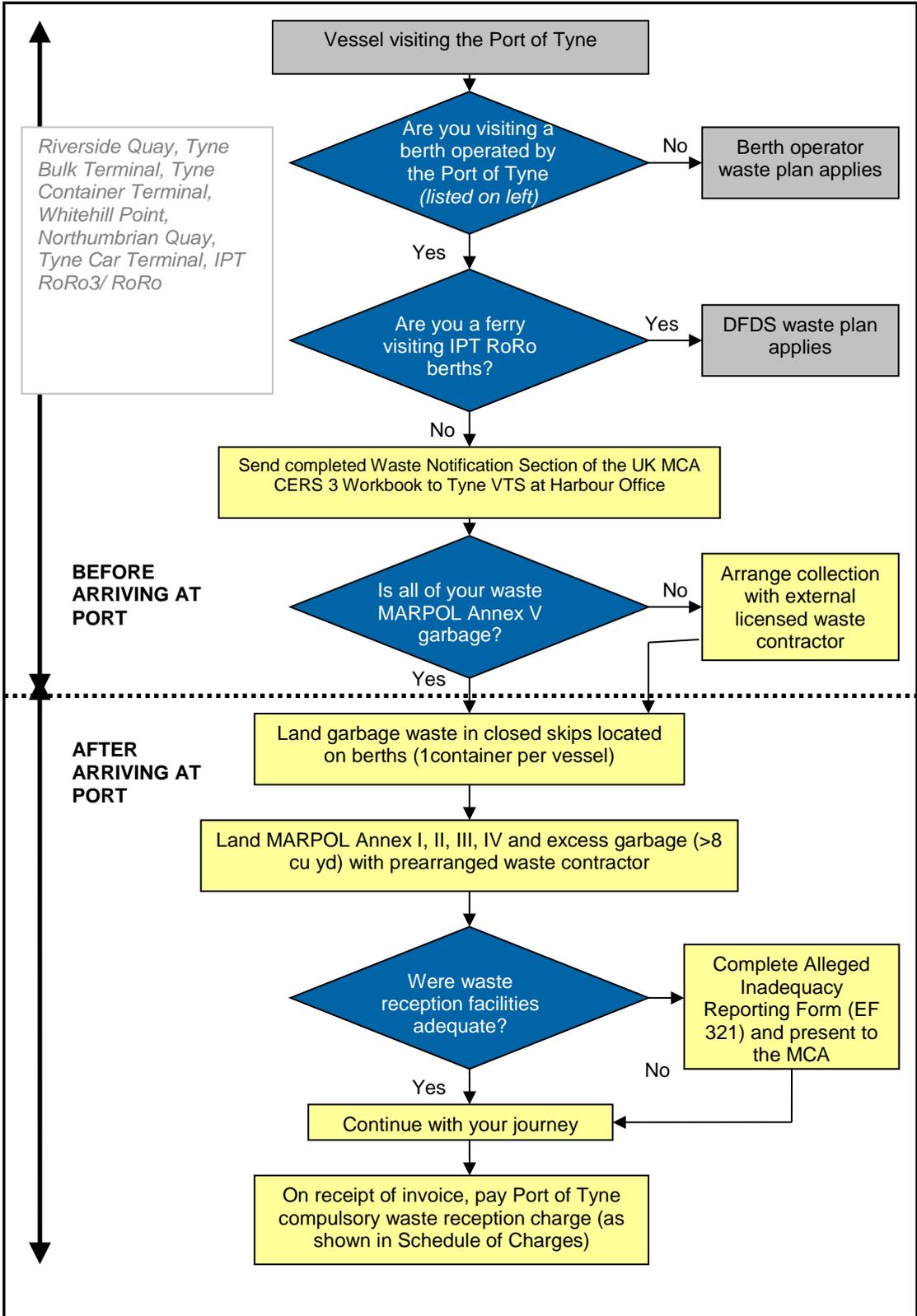


Figure 1 - Waste Reception and Landing Procedure Flowchart

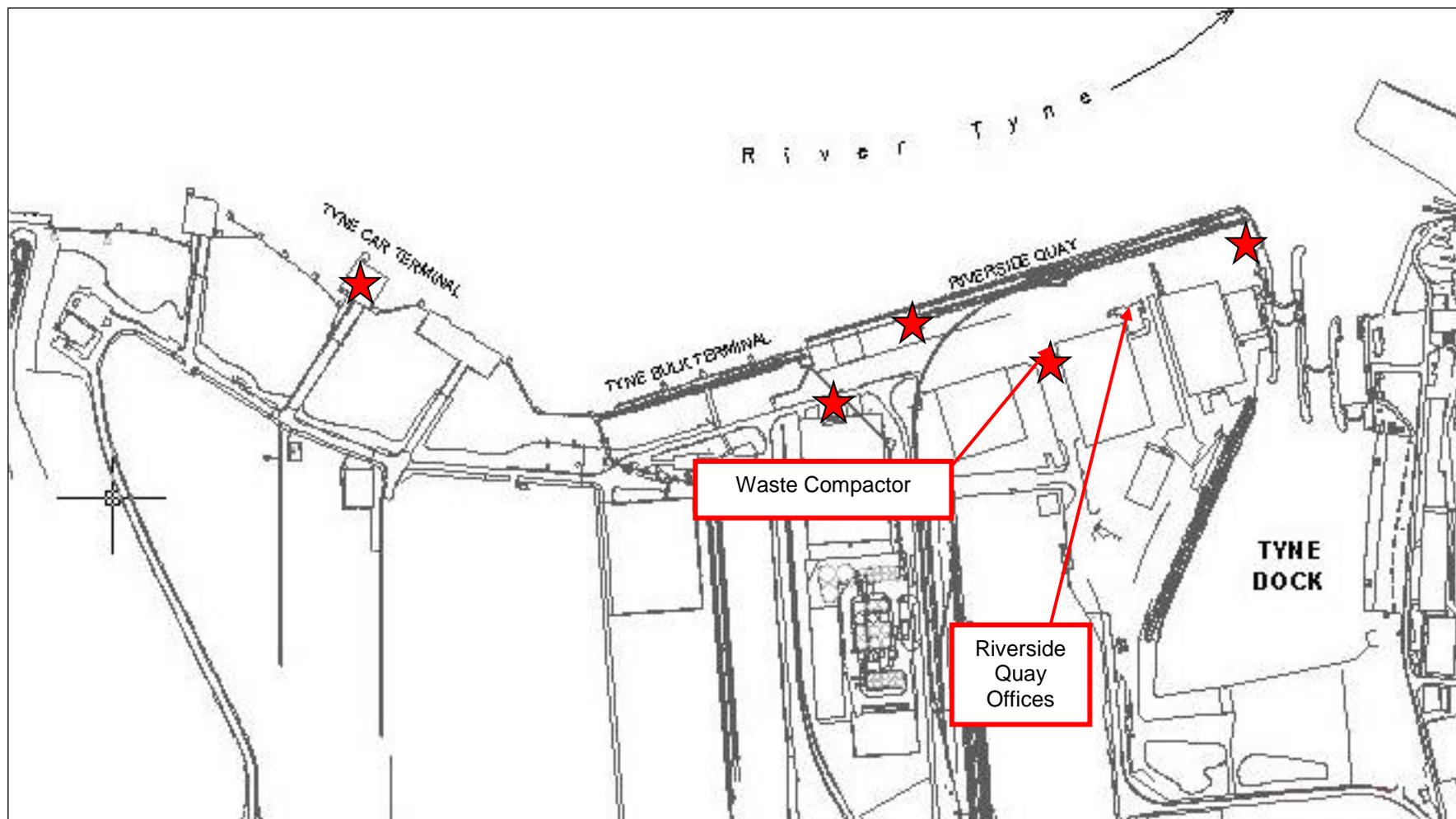


Figure 2 - Location drawing for moveable wheelie bins – Riverside Quay

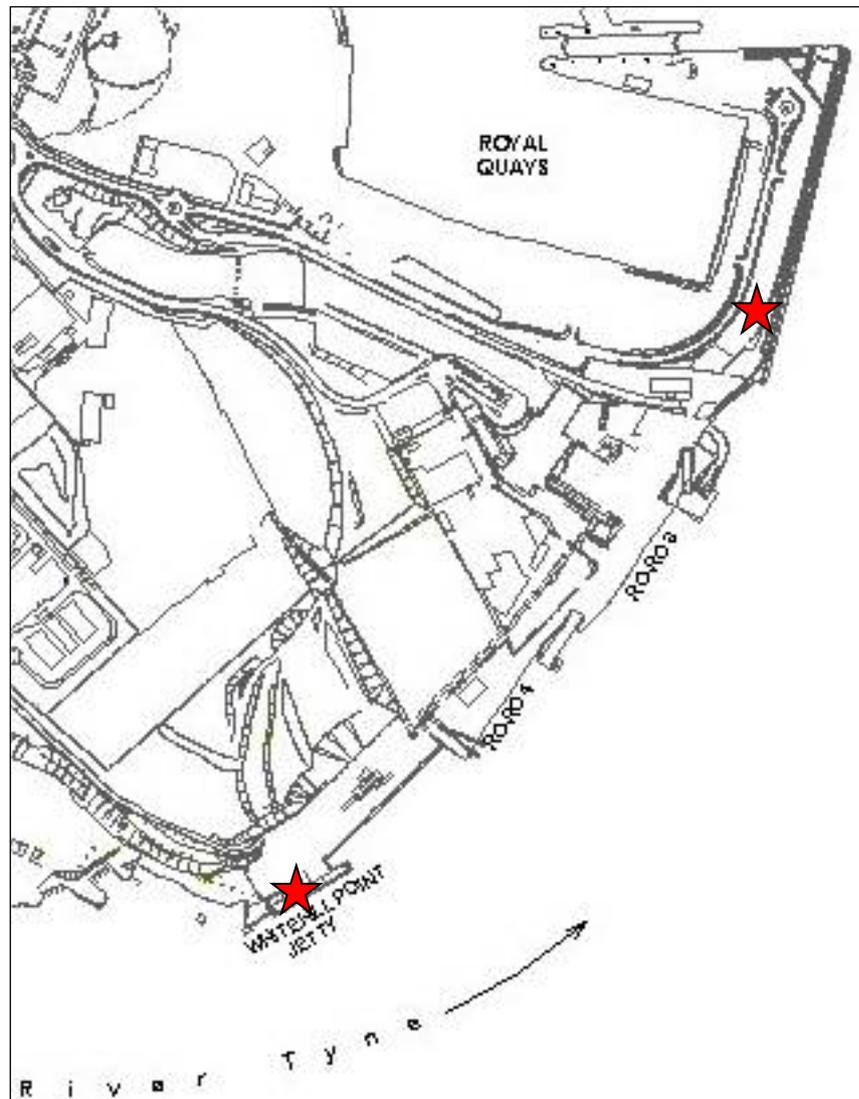


Figure 3 - Location drawing for enclosed skips - North Shields

#### 4.2 WASTE MANAGEMENT PROCEDURES FOR SMALL AND FISHING VESSELS

##### 4.2.2 Small Vessels using Marinas, Boat Clubs and other non-commercial berths.

All craft are to use the waste facilities provided at their berth. Details are provided in this plan and will be promulgated by the Marina Operator, Boat Club Committees and Tyne VTS if required. Marinas and Boat Clubs will handle waste from craft in accordance with Local Authority Regulations.

##### 4.2.3 Fishing Vessels using North Shields Fish Quay.

Fishing Vessels operating from North Shields Fish Quay will liaise with the Fish Quay Quaymaster when landing waste. Port of Tyne Waste Declaration Forms are to be completed and delivered to the Quaymaster on final departure from the port or on a monthly basis.

### 4.3 COMPULSORY WASTE FORMS

#### 4.3.1 Alleged Inadequacy Reporting Form (EF 321)

Optional form to be completed by vessels disposing of waste	
<b>1. Ship's Particulars</b>	
Name of ship	
Owner or operator	
Distinctive no or letters	
IMO No	
Gross tonnage	
Port of registry	
Type of ship	Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Ferry <input type="checkbox"/> Cruise ship <input type="checkbox"/> Cargo ship <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Other (specify) _____
<b>2. Port/Terminal Particulars</b>	
Country	UNITED KINGDOM
Name of Port	PORT OF TYNE
Location/ terminal name	
Name of company operating facility	
Date of arrival	
Date of occurrence	
Date of departure	
<b>3. Type and Amount of Waste for Discharge to Facility</b>	
<b>3.1 Oil (MARPOL I)</b>	
Bilge Water (m <sup>3</sup> )	
Sludge from fuel oil purifier (m <sup>3</sup> )	
Scale and slops from tanker cleaning	
Dirty ballast water (m <sup>3</sup> )	
Tank washings (m <sup>3</sup> )	
Other (specify)	
Were facilities available?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Costs involved	
<b>3.2 Noxious Liquid Substances (NLS)(MARPOL Annex II)</b>	
Type of NLS residue/water mixture for discharge to facility from tank washings	
Category A substance (m <sup>3</sup> )	
Category B substance (m <sup>3</sup> )	
Category C substance (m <sup>3</sup> )	
Other (specify) (m <sup>3</sup> )	
Substance is designated as	
Proper Shipping Name of the NLS	
Were facilities available?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Costs involved	

<b>3.3 Garbage (MARPOL Annex V)</b>	
Plastic (m <sup>3</sup> )	
Floating dunnage, lining, or packaging materials (m <sup>3</sup> )	
Ground paper products, rags, glass, metal, bottles, crockery (m <sup>3</sup> )	
Paper products, rags, glass, metal, bottles, crockery (m <sup>3</sup> )	
Food waste (m <sup>3</sup> )	
Incinerator ash (m <sup>3</sup> )	
Other (specify)	
Were facilities available?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Costs involved	
<b>3.4 Other wastes</b>	
<b>4. Was any waste not accepted by the facility?</b>	
<b>5. Inadequacy of Facilities</b>	
<b>5.1 Remarks on inadequacies</b>	
<b>5.2 Location of facilities (close to the vessel, inconvenient location or vessel had to shift berth)</b>	
<b>5.3 If you experienced a problem, with whom did you discuss this problem or report it to?</b>	
<b>5.4 Did you give prior notification (in accordance with relevant requirements) about the vessel's requirements for reception facilities?</b>	
<b>5.5 Did you receive confirmation on the availability of reception facilities on arrival?</b>	
<b>6. Any Additional remarks/ comments</b>	
<b>7. Master's signature</b>	
Signature	
Date	

## 5.0 SMALL CRAFT FACILITIES

### 5.1 OVERVIEW

Although primarily intended to provide information to ocean going vessels using the port, the Waste Management Plan recognises the requirement to provide similar information to the many small boats and craft using the River Tyne either as a permanent base or as visitors.

### 5.2 FISHING VESSELS

Fishing vessels operating from the port regularly or temporarily will obtain waste management information from the Fish Quay Quaymaster. **It is the Skipper's responsibility to ensure that waste, when landed, is placed in the correct facilities.**

The Skipper should complete the Report Form stating quantity and type of waste landed and arrange for this form to be delivered to the Fish Quay Quaymaster on a monthly basis. If the fishing vessel is operating out of this port only temporarily, then the Report Form should be delivered to the Fish Quay Quaymaster monthly and on the fishing vessels' final sailing.

*The Fish Quay Quaymaster is to forward details to the Harbour Master of all types and quantities of wastes landed at the Fish Quay, on an annual basis.*

### 5.3 LOCAL BOAT CLUBS, MOORINGS AND MARINAS

Facilities exist at many of the boat clubs both for members and visiting craft, and all craft owners are encouraged to dispose of all waste in a sensible manner. Details of facilities available are included in the Waste Management Plan Contact List and Berth Waste Facilities

It is the responsibility of each berth contact to ensure that all craft, including visitors are informed of the facilities available and the position of such facilities.

*Each boat club is to render amounts and types of wastes received, to the Harbour Master, on an annual basis.*

## 6.0 COMMON USER TERMINAL OPERATOR INFORMATION

This section will contain the information relating to the Waste Management Plans for common user terminal operators, namely:

- **DFDS Seaways** – International Passenger Terminal, North Shields

### 6.1 DFDS WASTE MANAGEMENT PLAN

#### Ship's Waste Reception Facilities

In order to meet with the requirements of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulation 2003 (SI 2003/1809) (as amended), MGN 563, Rev 1. DFDS Seaways have adopted the following procedures.

#### Galley Waste

1. All current vessels have in-built storage capacity for Galley waste and material is placed ashore in accordance with the company ISM Procedures.
2. DFDS Seaways have appointed Licensed Waste Carriers to collect such units direct from the vessels in accordance with pre-arranged collection schedules.
3. The pre-arranged collection schedules are designed to ensure that there is sufficient capacity available to complete voyages to the next port of call and/or next scheduled emptying. Details of the storage unit capacities are as per a schedule attached to these procedures.
4. In the event of additional waste being generated during any particular voyage, it is the responsibility chief officer of the vessel in conjunction with the owners or appointed agent, to arrange additional emptying of these storage units to ensure that sufficient capacity is maintained.
5. Charges for the services of the Licensed Waste Carriers are as agreed and contracted between the relevant carriers and DFDS Seaways. Such costs are debited to the relevant vessel on a monthly basis through inter-company accounting procedures and are on an "at cost basis."
6. It is the responsibility of the WPM (Waste Partner Management), in order to make the level of charges transparent and justified to all vessels, particularly in cases where bulk charges are raised, to specify the vessels concerned and the amounts relating to those vessels together with the type of waste and services provided, with copies passed to the relevant vessels for their records.

#### Non-Hazardous and Hazardous Waste

1. All vessels, in conjunction with DFDS Seaways, operate a system for the placing ashore of other waste materials. Written guidelines have been passed to all vessels and designated reception skips are available within the port and terminal areas. Location of such reception facilities are as per a terminal plan approved by the Port.
2. It is the responsibility of the WPM (Waste Partner Management), in conjunction with the relevant Chief Officers on all vessels to maintain records of the waste generated together with the methods of disposal, the procedures and facilities as appropriate, based on the contract agreements and volumes recorded by the relevant Licensed Waste Carriers.

3. Charges for the services of the Licensed Waste Carriers are as agreed and contracted between the relevant carriers and DFDS Seaways. Such costs are debited to the relevant vessel on a monthly basis through inter-company accounting procedures and are on an “at cost basis.”
4. It is the responsibility of the WPM (Waste Partner Management), in order to make the level of charges transparent and justified to all vessels, particularly in cases where bulk charges are raised, to specify the vessels concerned and the amounts relating to those vessels together with the type of waste and services provided, with copies passed to the relevant vessels for their records.

#### **Additional Waste Collection Requirements**

1. It is the responsibility of the officers, specific to their areas of responsibility, onboard any particular vessel, to inform and liaise with the WPM (Waste Partner Management) for collection of waste materials as and when required, and to ensure that the capacity of equipment is sufficient to ensure the removal of such materials from the vessel and port area.
2. It is the responsibility of WPM (Waste Partner Management) to appoint a Licensed Waste Carrier, appropriate to the materials concerned, and ensure that records of the quantity of material removed are made and that the relevant charges are raised against the relevant vessel. Charges raised shall be on an “at cost basis”.

#### **General Responsibilities**

1. It is the responsibility of the Chief Officer, on any vessel, to maintain the disciplines of waste disposal, as outlined within the company ISM System and in accordance with guidelines provided from the Agency Manager.
2. It is the responsibility of WPM (Waste Partner Management) , in conjunction with the relevant Chief Officers on all vessels to maintain records of the waste generated together with the methods of disposal, the procedures and facilities as appropriate, based on the contract agreements and volumes recorded by the relevant Licensed Waste Carriers.
3. It is the responsibility of WPM (Waste Partner Management) to review approved Licensed Waste Carriers on a yearly basis, as appropriate. Full details of carriers are available upon request.

#### **Waste Contractors**

Waste collection and disposal/recycling services are provided by the following licence waste contractors:

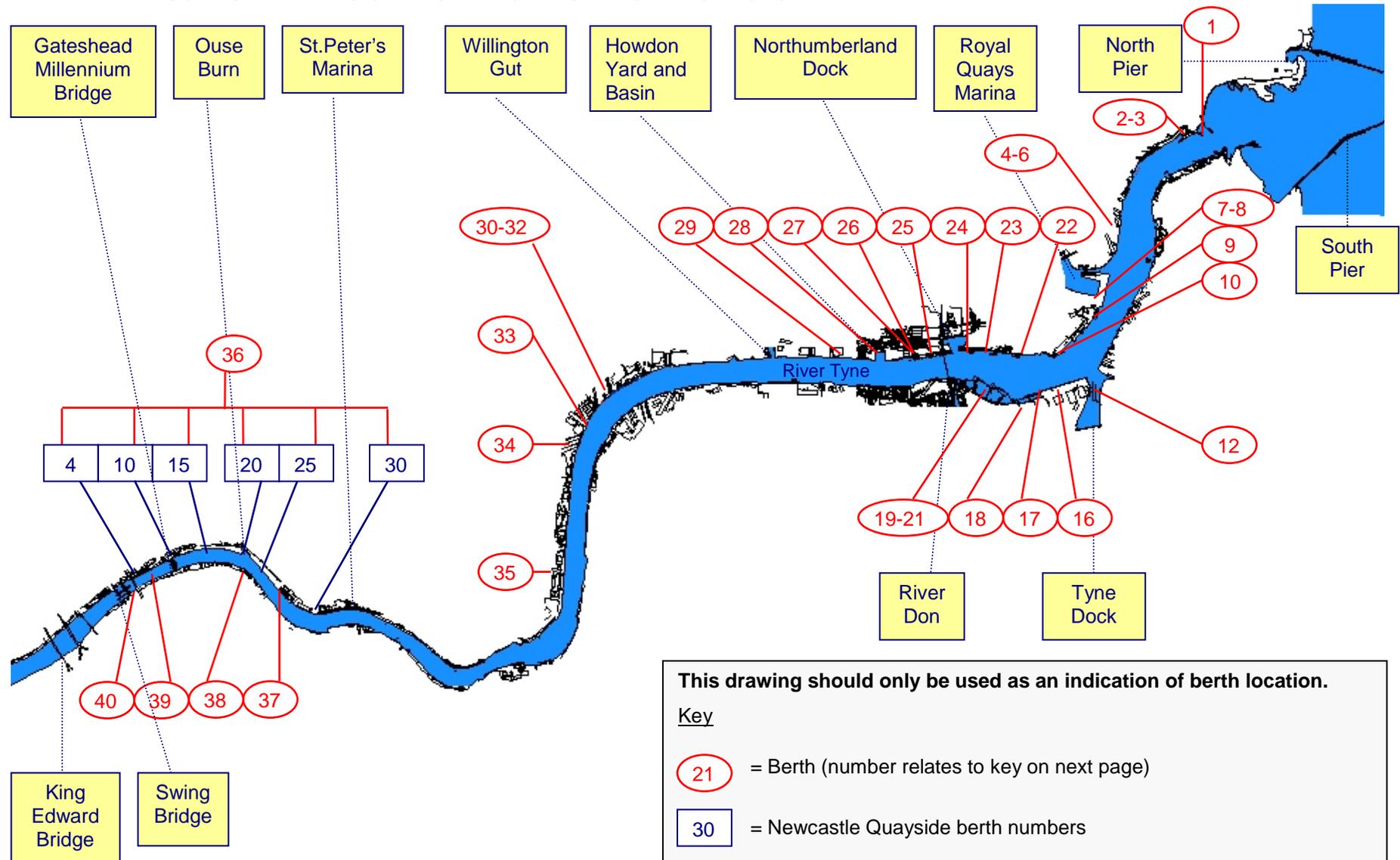
- **Galley Waste and Non-Hazardous General Waste** – O'Brien's Waste
- **Non-Hazardous General Waste** – O'Brien's Waste
- **Cardboard** – Sita
- **General Low Hazardous Waste** – Sita
- **Waste Fuel Oil (as required)** –N/A

## APPENDICES

The following appendices are attached to the Port's Waste Management Plan:

- A. Location Drawing of Waste Reception Facilities along the River Tyne
- B. Summary Tables of Berth Waste Facilities
- C. Berthing Date and Charging Calculation
- D. Contact Directory

**APPENDIX A – LOCATION DRAWING OF WASTE RECEPTION FACILITIES ALONG THE RIVER TYNE**



No	Berth	Operator
1	Protection Jetty	North Shields Fish Quay Development Co.
2	The Gut (Fish Quays)	North Shields Fish Quay Development Co.
3	Western Quay	North Shields Fish Quay Development Co.
4		
5		
6		
7	Northumbrian Quay North	Port of Tyne
8	Northumbrian Quay South	Port of Tyne
9	No.3 & 4 RoRo Berth	Port of Tyne DFDS
10	Whitehill Point	Port of Tyne
11	-	-
12	Tyne Dock Entrance	Port of Tyne
13	-	-
14	-	-
15	-	-
16	Riverside Quay	Port of Tyne
17	Tyne Container Terminal	Port of Tyne
18	Tyne Bulk Terminal	Port of Tyne
19	Tyne Car Terminal No.1 Berth	Port of Tyne
20	Tyne Car Terminal No.2 Berth	Port of Tyne

No	Berth	Operator
21	Tyne Car Terminal No.3 Berth	Port of Tyne
22	Tyne Tanker Berth	Inter Terminals/ Port of Tyne
23	Ocean Berth	Inter Terminals
24		
25	Sludge Jetty	Northumbrian Water PLC
26		
27	Howdon Jetty	Port of Tyne
28	Howdon Yard and Basin	Port of Tyne
29	Hadrian West	Smulders UK
30	Swan Hunters Fitting Out Quay	North Tyneside Council
31	Swan Hunters Heavy Load Quay	North Tyneside Council
32	Swan Hunters Light Load Quay	North Tyneside Council
33	Neptune Dry Docks 1	Shepherd offshore
34	Neptune Yard and Quay (Wallsend)	Shepherd offshore
35	Offshore Technology Park	Shepherds Offshore
36	Newcastle Quay Berths	Newcastle City Council
37	Newcastle Quay Berths 27 & 28	Not in use
38	Lafarge Redland Aggregates	Not in use
39	Baltic Quay	Gateshead Council
40	Hillgate Quay	Gateshead Council

**APPENDIX B - SUMMARY TABLES OF BERTH WASTE FACILITIES**

The summary tables of berth waste facilities can be found in document ED315 Waste Management Plan Contact List and Berth Waste Facilities.

**APPENDIX C – BERTHING DATA AND CHARGING CALCULATION**

Berthing data and charging calculations can be found in document ED316 Port Waste Management Plan Charging Calculations.

**APPENDIX D - CONTACT DIRECTORY**

The Contact Directory can be found in document ED315 Waste Management Plan Contact List and Berth Waste Facilities.

## GLOSSARY

**Recyclable Material** – Recyclable material is waste that has been generated by a vessel during her normal operations which is of such a nature that it is capable of being processed to produce a useable raw material or product. Vessels should be aware that it might not be possible to place segregation facilities for recycling by gangways as this may cause operational difficulties.

**Garbage** – For the purposes of MARPOL 73/78 Annex V is defined as all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances defined elsewhere in other MARPOL 73/78 Annexes.

**Operational Waste** – This is defined as maintenance wastes, cargo associated wastes and cargo residues or wastes from oil or oily mixtures, noxious liquid substances, non-polluting liquid substances or harmful substances in packaged form.

**Controlled Waste** – This is defined as household, commercial or industrial waste as defined in the Control of Pollution Act 1974. Tank washings or garbage landed in the Port of Tyne is regarded as industrial waste (Schedule 3 of SI 1992/588 The Controlled Waste Regulations refers).

**Hazardous Waste** - The HWR set out the rules for assessing if a waste is hazardous or not. As part of the assessment of waste, the HWR refer you to the “List of Wastes” given in the LoWR. This list is also known as the European Waste Catalogue (EWC).

**Harmful substances in packaged form** – These are identified as marine pollutants in the IMDG Code and which are in the form of containment specified in the schedules of that Code.

**BATNEEC** – Best Available Technique Not Entailing Excessive Cost

**Annex III Packaging Waste** - The first of the convention's optional annexes. States ratifying the Convention must accept Annexes I and II but can choose not to accept the other three - hence they have taken much longer to enter into force.

Annex III contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing pollution by harmful substances.

The International Maritime Dangerous Goods (IMDG) Code has, since 1991, included marine pollutants.

**Annex II: Control of pollution by noxious liquid substances** - Annex II details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk.

Some 250 substances were evaluated and included in the list appended to the Convention. The discharge of their residues is allowed only to reception facilities until certain concentrations and conditions (which vary with the category of substances) are complied with.

In any case, no discharge of residues containing noxious substances is permitted within 12 miles of the nearest land. More stringent restrictions applied to the Baltic and Black Sea areas.

**Annex III: Prevention of pollution by harmful substances in packaged form** - The first of the convention's optional annexes. States ratifying the Convention must accept Annexes I and II but can choose not to accept the other three - hence they have taken much longer to enter into force.

Annex III contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing pollution by harmful substances.

The International Maritime Dangerous Goods (IMDG) Code has, since 1991, included marine pollutants.

**Annex IV: Prevention of pollution by sewage from ships** – Entered into force in Sept 2003. A revised Annex IV was adopted in April 2004 and entered into force in Aug 2005.

**Annex V: Prevention of pollution by garbage from ships** - This deals with different types of garbage and specifies the distances from land and the manner in which they may be disposed of. The revised Annex V generally prohibits the disposal of all garbage into the sea except as provided in Regulations 4, 5 and 6 of the annex which are related to food waste, cargo residues, cleaning agents and additives and animal carcasses. For Annex V purposes the 'North Sea' is a special area.

**Annex VI: Prevention of Air Pollution from Ships** - This annex entered into force in May 2005 with a revised annex with significantly tighter emissions levels being adopted entering into force in July 2010. This annex also includes designated emission control areas (ECA) of which the 'North Sea' is one.

The regulations in this annex set limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibit deliberate emissions of ozone depleting substances.

**DISTRIBUTION LIST**

The following organisations have been informed about the implementation of this version of the Port of Tyne Waste Management Plan:

In addition, once issued the only controlled copy of the Port Waste Management Plan will be available at [www.portoftyne.co.uk](http://www.portoftyne.co.uk)

<b>Organisation</b>	<b>Copy no. (if applicable)</b>
<b>Port of Tyne Group</b>	
<b>Environmental Officer – Maritime House</b>	1 (Master Copy)
<b>Harbour Master – Harbour Office</b>	2
<b>Chief Operating Officer – Maritime House</b>	3
<b>Local Authorities and Agencies</b>	
<b>Tyne Port Health Authority</b>	4
<b>Environment Agency</b>	5
<b>Maritime and Coastguard Agency (MCA Tyne)</b>	6