

Environmental Impact Assessment Report

Appendix 19.1

Volume 3 Part 10



Dublin Port Waste Reception and Handling Plan

2023



0.1 Contents

0.0	Preface	
0.1	Contents	02
0.2	Revision Page	03
0.3	Document Control Procedure	04
0.4	Distribution	05
0.5	Definitions	06
1.0	INTRODUCTION	
1.1	Legislative List	07
1.2	Purpose of the Plan	10
1.3	Assessment of Need for Port Waste Reception & Handling Facilities	11
1.4	Consultation	11
1.5	Health and Safety	12
1.6	Management of Plan	13
1.7	Information Available to all users	14
2.0	OPERATION OF PLAN	
2.1	Area of Operations	14
2.2	Notification	15
2.3	Collection of Waste	16
2.3.1	Ships Waste	16
2.3.2	Port Waste	16
2.3.3	Cargo Waste	16
2.4	Port Waste Reception and Handling Facilities	16
2.5	Pre-Treatment and disposal of waste	17
2.6	Cost Recovery System	18
3.0	PROCEDURES	
3.1	Supervision and Enforcement	19
3.2	Reporting Alleged Inadequacies	19
3.3	Records and Receipts	19
3.4	Penalties	20
3.5	Contract for the disposal of Waste	20
Annex 1	Advance Notification Form for Waste Delivery to Port Reception Facilities	21
Annex 2	Waste Delivery Receipt	24
Annex 3	Exemption Certificate	25
Annex 4	Format for Reporting Alleged Inadequacies of Port Reception Facilities	26
Annex 5	Results of Garbage Survey	29
Annex 6	Procedure for the delivery of waste	30

0.3 Document Control Procedure

The responsibility for controlling the document is with Dublin Port 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.

The maximum period between formal reviews of the Plan will be 5 years. The next formal review is due on 01 April 2027.

0.4 Distribution

COPY NUMBER	COPY HOLDER
1.	DPC - Harbour Office
2	DPC - Land Operations
3	BG Freightline
4	Agents - CMA CGM
5	Agents - Celtic Shipping
7	Agents - Connect Logistics
8	CLdN Cobelfret
9	Agents - Conway Shipping
10	Agents - Doyle Shipping Group
11	Dublin Freight Terminal (DFT)
12	Agents - Dublin Shipping Agencies
13	Agents - Dublin Stevedoring & Freight
14	Eucon
15	Eurofeeders
16	Euroshipping
17	Agents - Hamilton Shipping
18	Irish Ferries
19	Jenkinson Agencies
20	Agents - KC Shipping
21	Agents - Lambay Shipping
22	Agents – Quality Freight
23	ENVA/PANDA

0.5 Definitions

- (1) **‘Ship’** means a seagoing vessel of any type operating in the marine environment, including fishing vessels, recreational craft, hydrofoil boats, air-cushion vehicles, submersibles and floating craft;
- (2) **‘MARPOL Convention’** means the International Convention for the Prevention of Pollution from Ships, in its up-to- date version;
- (3) **‘Shipboard General Waste’** all types of waste, domestic and operational, all plastics, cooking oil, fishing gear and animal carcasses originating from the normal operation of the ship and which must be permanently or periodically removed, with the exception of cargo residues, waste containing asbestos, waste originating from fumigation and the substances described or mentioned in Annexes other than MARPOL Annex V.
- (4) **‘Passively fished waste’** means waste collected in nets during fishing operations;
- (5) **‘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;
- (6) **‘Port reception facility’** means any facility which is fixed, floating or mobile and capable of providing the service of receiving the waste from ships;
- (7) **‘Port’** means a place or a geographical 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 the port;
- (8) **‘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;
- (9) **‘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.
- (10) **‘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 intermediate calls;

- (11) **‘Frequent port calls’** means visits by a ship to the same port taking place at least once a fortnight;
- (12) **‘Treatment’** means recovery or disposal operations, including preparation prior to recovery or disposal;
- (13) **‘Indirect fee’** means a fee paid for the provision of port reception facility services, irrespective of the actual delivery of waste from ships.
- (14) **‘Direct fee’** means a fee paid directly to the waste contract provider for additional waste services not provided by the port reception facility.
- (15) **‘Waste from ships’** referred to in point (3) shall be considered to be waste within the meaning of point 1 of Article 3 of Directive 2008/98/EC.

1. Introduction

1.1 Legislative Summary

[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

1.2 Purpose of the plan

The purpose of the plan is to ensure that the needs of potential users and waste regulators are taken into account when planning and operating port waste reception facilities; to ensure that all mariners are aware of the requirement to transfer ashore their ship waste at every port they visit the location, cost and procedures for using the facilities and in Dublin Port. Also, it is a means of informing the ships masters and their agents/terminal operators regarding the legislative requirements and the consultation arrangements by the port for the future development of adequate facilities within the port. Following the appropriate tendering process the port will appoint the successful tender.

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

1.3 Assessment of Need for Port Waste Reception and Handling Facilities

In advance of the PRF directive Dublin Port undertook to survey all vessels arriving in Dublin Port between the dates of 15th September 2019 and 15th of October 2019. The results of which have been used during our tender process to assess the need for the Port Waste Reception and Handling Facility. See Annex 5.

The reception facilities for ship and port waste are assessed continually. At this time Dublin Port accepts MARPOL Annex V waste – garbage.

We have adapted the reception facilities within Dublin Port to the use of compactors (15m³) to store International Catering Waste. The use of compactors will reduce collection times and transport costs. Dublin Port has a licence from the Dept. of Agriculture, Food and Marine to receive International Catering Waste. The waste contractor PANDA uses COVANTA for all MARPOL Annex V waste which is covered under the indirect charge.

MARPOL Annex I, II and IV wastes will be removed by ENVA as a direct charge to their ENVA Portlaoise facility. The decision to have these category wastes removed under a direct charge was taken to keep the costs as low as possible for all port users.

There is no requirement for the handling of Annex III waste as this would be dealt with as an isolated incident.

1.4. Consultation.

To ensure that the needs of potential users and waste regulators are taken into account when planning and operating port waste reception facilities; to ensure that all mariners are aware of the requirement to transfer ashore their ship waste at every port they visit the location, cost and procedures for using the facilities and in Dublin Port. Also, it is a means of informing the ships masters and their agents/terminal operators regarding the legislative requirements and the consultation arrangements by the port for the future development of adequate facilities within the port. Following the appropriate tendering process the port will appoint the successful tender.

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

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

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

- Ships' Masters

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

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

A review of this plan will be carried out with all stakeholders on an annual basis.

1.5 Health and Safety

The Waste Contractor must meet the highest health and safety and environmental standards when operating in the port and will be required adhere to all Port Health, Safety and Environmental procedures and requirements. The waste contractor must demonstrate this in their Risk Assessments and Standard Operating Procedures.

DPC operates a Safety Management System (SMS) providing a structured and systematic approach for the management of health and safety in Dublin Port.

The health and safety processes and procedures supported by this SMS are based on the Health and Safety Authority's Code of Practice for Health and Safety in Dock Work, health advice issued by the Department of Health and the Return to Work Protocol published by the Department of Enterprise, Trade and Employment.

The SMS has and will continue to be reviewed in the context of the changing risks presented by COVID-19.

The DPC Communication, Cooperation and Coordination strategy flows from Management commitment to Worker / tenant / contractor engagement to ensure Hazards are identified and control measures put in place. Contractors are requested to engage proactively to ensure the safety of all persons in Dublin Port Estate. Procedures and measures are monitored and reviewed by DPC to ensure continual improvement.

Contractors and suppliers engaged by the Waste Contractor shall be required to demonstrate commitment to maintaining the same high level of safety management as the Waste Contractor. This shall include conforming to all relevant legal requirements as well as relevant DPC policies and procedures.

The Waste Contractor and their employees will be required to

- Undergo the online Dublin Port Safe Pass
- Undergo the online Dublin Port Safe Pass for Oil Zone Area

- Undergo individual Safety Inductions for non-common user terminals.
- Submit Method Statements, Risk assessments, etc.
- Submit information to DPC on any incidents / accidents that may occur.
- Comply with the applicable legislation, Bye Laws of Dublin Port Company and to liaise with the Dublin Port VTS and the Harbour Master’s office.
- Any incidents will also be recorded on ENVA OSHENS (EHS Management software) for review and investigation.

Safety training requirements will be reviewed and updated on an on-going basis to comply with updates and changes with terminal requirements.

1.6 Management of Plan

This plan is compiled by the Harbour Master, Dublin Port Company in consultation with relevant company managers, port users, ships agents, contractors and other interested parties.

The 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	Phone	Operated by
Terminal 01	Alan O’Callaghan	01 607 5700	Irish Ferries
Terminal 02	Eamon Fortune	087 9219033	Stena Line
Terminal 03	Laura Gilmore	01 8762325	P&O
Terminal 05	David O’Flaherty	086 8045252	SeaTruck
AQW	Dublin Port Company	01 8876000	Common User Area
Ocean Pier	Dublin Port Company	01 8876000	Common User Area
AQE	Dublin Port Company	01 8876000	Common User Area
Dublin Freight Terminal	Alec Colvin	087 2245124	Eucon
MTL	Noel Byrne	087 9261000	Peel Ports
Coal Quays	Dublin Port Company	01 8876000	Common User Area
Poolbeg Jetty	Dublin Port Company	01 8876000	Dublin Port Company
Berth 18	Dublin Port Company	01 8876000	Dublin Port Company

Sir John Rogersons Quay	Dublin Port Company	01 8876000	Dublin Port Company
Oil Zone Berths	Dublin Port Company	01 8876000	Dublin Port Company
Alex Basin West New Berths	Dublin Port Company	01 8876000	Dublin Port Company
Overall control	Harbour Master	01 8876000	
Enva	Gavin Stanley	086 0761291	
Panda	Paul O'Brien	086 0230841	

1.7 Information Available to all Port 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, <https://www.dublinport.ie/information-centre/dp-ships-waste-management-plan/>

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

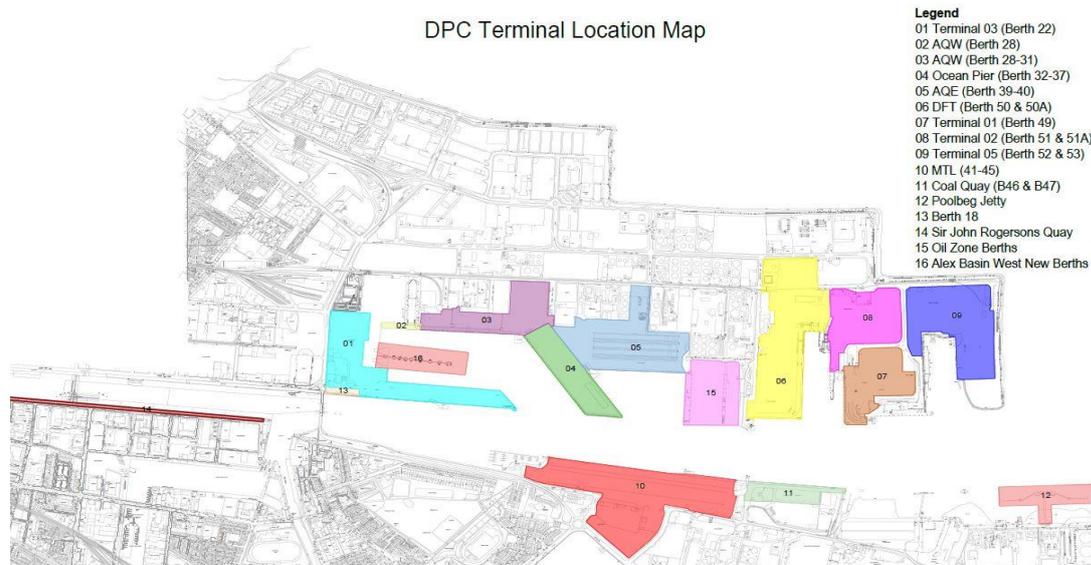
There will also be a meeting held with the waste removal contractors at six monthly intervals to discuss progress.

2.0 Operation of Plan

2.1 Area of Application

This Plan covers the Port area under the jurisdiction of Dublin Port Company, and includes facilities at the following areas; Terminal 1, Terminal 2, Terminal 3, Terminal 5, Alexandra Quay West, Ocean Pier, Alexandra Quay East, Dublin Freight Terminal, MTL, Coal Quay, Poolbeg Jetty, Berth 18, Sir John Rogersons Quay, Oil Zone Berths and Alexandra Basin West New Berths.

Dublin Port Waste Reception and Handling Plan



2.2 Notification

The Master in the first instance shall notify the Waste Collection Company (ENVA) at least 24 hours prior to arrival or upon departure from the previous port. This can be done through the ship's agent with the recommended document, a copy of which can be found in Annex 1 of this plan. This should be submitted to dublinportwasteorder@enva.com. ENVA will then in turn notify PANDA who are subcontracted by ENVA to collect the waste on their behalf.

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

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

While in port, vessels will land their waste ashore at a pre-agreed time under the supervision of the waste contractor's representative who will take the waste to the reception facilities themselves.

If the ship's stay is over a protracted period then further collection times will be arranged as required. Further collections will be subject to a Direct Fee issued from the contractor.

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 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.

2.3 Collection of Waste

Waste collection will be divided into three main categories:

- 2.3.1 Ships Waste – International Catering Waste
- 2.3.2 Port Waste
- 2.3.3 Cargo Waste

2.3.1 Ships Waste

This accounts for all waste generated by a ship but does not include cargo waste. All ships waste will be compacted and then removed to Covanta for processing under permit NWCPO-13-11193-06. 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.

2.3.2 Port Waste

Port waste is all non-ship waste generated by Dublin Port Company but does not include waste generated by private companies on the DPC estate who will provide for their own waste disposal.

General waste bins and recycling bins are located at Port Center, Port Operations Center and Maintenance and Services. Waste is segregated and receipts are provided for its collection and disposal and are available for inspection. The contractor for the removal of Ships Waste is also responsible for the removal of Port Waste.

All general waste collected from the Port is processed for Refuse Derived Fuel (RDF) as part of Panda's recycling and recovery services.

2.3.3 Cargo Waste

The collection and disposal of cargo waste falls under the responsibility of the various stevedoring companies licensed to trade within Dublin Port. Cargo waste will be collected and disposed of in accordance the Stevedoring companies own internal waste management plans.

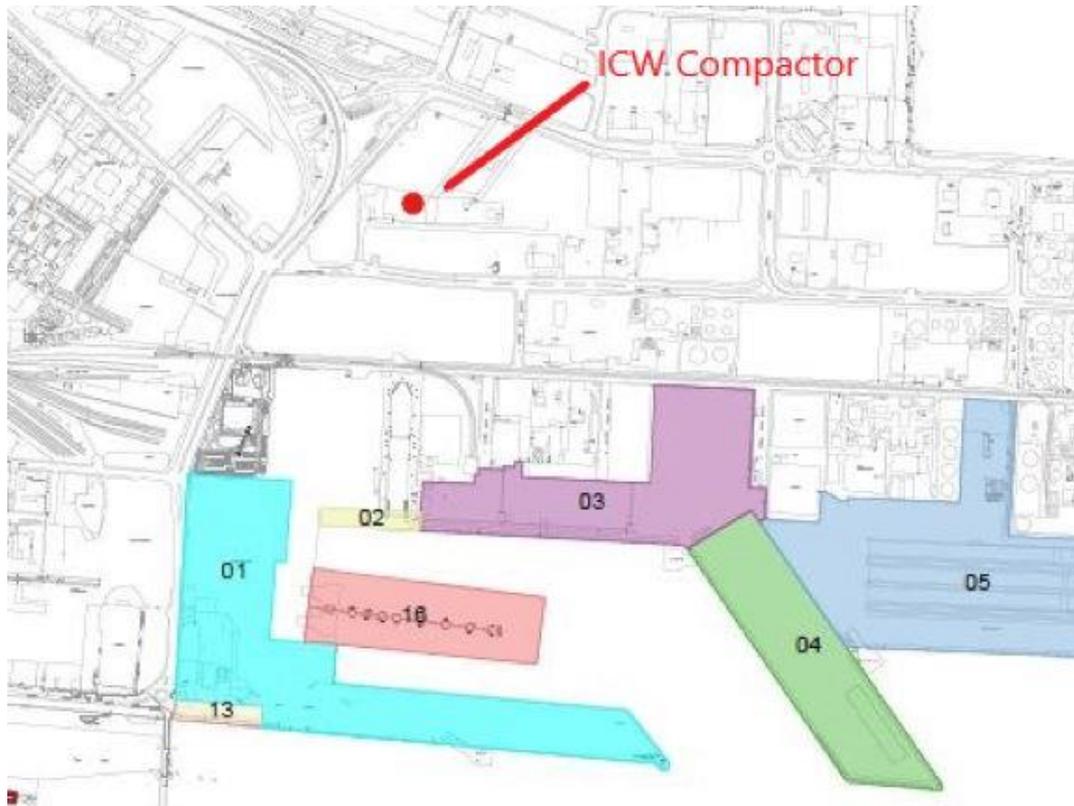
2.4 Port Waste Reception and Handling Facilities

The collection of ships waste within Dublin Port will be carried out by Panda who have been subcontracted by ENVA to fulfil this aspect of the waste management contract. All ships waste is classed as International Catering Waste (ICW) and will be disposed of in the prescribed manner. Receiver of waste will be Covanta, permit NWCPO-13-11193-06.

Normal waste collection times are between 08:00 – 20:00 daily. Collections outside of these hours can be made with advance notification where collection is not possible within the normal collection hours.

A compactor (15m³) is located in the Emergency Storage Yard on T10 Link Road for the collection of Ship's International Waste. A Panda representative will meet each vessel discharging waste at a pre agreed time and remove the waste to the compactor located on T10 Link road.

Additional ships waste in excess of the vessels storage capacity will be dealt with for collection directly between the Ships agent and ENVA/Panda.



2.5 Pre-Treatment and Disposal of Waste

There are no pre-treatment facilities or processes within the port facilities.

The waste contractor will check the waste facilities at regular intervals to ensure adequate containment is available to shipping, that the disposal area is maintained in good condition and that no spillage has occurred. They shall collect, compact or dispose of waste as required.

The waste will be disposed of in an approved manner and receipts issued for removal from port sites and reception at the approved site.

2.6 Cost Recovery System

The cost of port reception facilities for shipboard general waste, including the treatment and disposal of the waste, shall be covered through the collection of a fee from all ships.

Hazardous waste will be organised and charged separately directly to a ship via the ships agent. There will be no port administration charge on this waste.

Indirect Fees will be fair, transparent, non -discriminatory and reflect the costs of the facilities and services made available, and, where used, the amount of the fees and the basis on which they have been calculated shall be agreed with all users. They will cover the indirect administrative costs and at least 30% of the total direct costs for actual delivery of the waste during the previous year. In calculating the indirect fee to all vessels:

$$\frac{\text{the total yearly direct operational costs covered by the indirect fee}}{\text{total yearly direct operational costs for all waste delivered in the port}} \times 100$$

The aforementioned cost recovery system will consist of an indirect fee to all ship arrivals except exempted ships. The indirect fee will cover the normal reception of MARPOL Annex V waste from ships. The indirect fees are detailed by per Gross Tonnage of the arriving ship:

Gross Tonnage		Fee to vessel
From	To	€
<2499	2499	€100
2500	4999	€165
5000	7999	€262.50
8000	11999	€306
12000	19999	€400
>20000		€500

The indirect fee to all Cruise vessels calling at Dublin Port will be €5,850 regardless of size.

Annex 1 waste may be landed to the contractor via a direct fee to that vessel. Receipts for waste landed will be provided by the contractor.

A reduction in fees of 10% may be obtained, if the ship's environmental management, design, equipment and operation are such that the Master of the ship can demonstrate the vessel complies with article 1(1) of the Commission Implementing Regulation (EU) 2022/91 for Annex V waste. It is also a requirement under Regulation 9(5) of S.I. No. 351 of 2022 that:

The fees shall be reduced on the following basis:

- (a) The type of trade the ship is engaged in, in particular when a ship is engaged in short sea shipping trade

The indirect fees include a right to deliver at all facilities. Extra charges will apply by way of a direct fee by the waste contractor where the volume of waste exceeds the maximum storage capacity of the vessel. It is the responsibility of the Ship's Agent to advise the waste contractor in advance of any special requirements.

The direct fee for waste exceeding the maximum storage capacity of the vessel is €325/ m3.

3.0 Procedures

3.1 Supervision and Enforcement

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

Additionally, under Article 11 of Directive (EU) 2019/883 of the European Parliament and of the Council on port reception facilities for the delivery of waste from ships, each Member State shall carry out inspections of ships calling in its ports corresponding to at least 15 % of the total number of individual ships calling in its ports annually.

3.2 Reporting Alleged Inadequacies

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information, together with any supporting documentation, to the administration of the ships 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.

The format for reporting inadequacies in port reception facilities can be found in Annex 4.

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 in Section 2.2. In any instance of alleged undue delay the burden of proof shall lie with the Master of the ship and Dublin Port Company will compensate for any proven delays.

3.3 Records and Receipts

Records shall be maintained for waste collected from all facilities within Dublin Port Company. These records will be maintained by the individual agents who will record the amount of waste discharged ashore by all of the vessels under their agency. Even if the vessel discharges no waste at the facility then this should be logged. Copies of waste receipts will also be sent to Dublin Port Company who will keep records of all waste landed within Dublin Port. Records will also be maintained by the Dublin Port Company for vessels not under agency and for all non-ship-generated waste, excluding cargo waste. These figures will be kept on the file for future reference.

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.

Records of receipts for oil/hazardous waste will be maintained by ships agents and may be subject to inspection by the Port Company. The total charges to vessels for these receipts will be forwarded to Port Company annually for record.

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. Commercial document for the transportation within Ireland of animal by-products and derived products not intended for human consumption in accordance with Regulation (EC) No 1069/2009. Completed in quadruplicate. Original retained by landfill/incineration site. Copy 1 retained by Mover. Copy 3 and 4 retained by Lander. Copy 3 either stamped or weighbridge report attached to it as proof of disposal.

All records to be kept for a minimum of three years. 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.

3.4 Penalties

Penalties, as administered by the Department of Transport will be as per S.I. No. 351 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.

3.5 Contract for the disposal of waste

Interested parties were invited by Dublin Port Company to tender for a total waste management solution covering ships waste and port waste.

The contract for the management of waste at Dublin Port was awarded to ENVA/Panda following on from a comprehensive tendering process. The contract has been awarded for a period of five years with the option to extend by a further three years.

Please note the following points of contact;

1. Skip requests/service – dublinportwasteorder@enva.com / For urgent enquiries please contact Gavin Stanley 086 0761291
2. Accounts – accountspayableireland@enva.com
3. Account Manager – Donna Booth (Enva) - Donna.Booth@Enva.com +353 57 867 8670
4. Environmental/ Health & safety – Sinead Kearns – Sinead.kearns@enva.com
5. Compactor Maintenance. - David Boyd (Panda) 087 9263909
David.Boyd@PandaGreen.ie
6. Dublin Port Company – Deputy Harbour Master – Steven O’Mara –
somara@dublinport.ie +353 1 8876000

Dublin Port Waste Reception and Handling Plan

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

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 ship cargo <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					

Dublin Port Waste Reception and Handling Plan

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.

Dublin Port Waste Reception and Handling Plan

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					

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.



Sample Waste Receipt



Section 1: Port Reception Facility and Port Particulars

Location/Terminal Name _____
 Port Reception Facility Provider **Dublin Port Company**
 Treatment Facility Provider **Enva**
 Waste Delivery Date and time from _____ to _____

Section 2: Ship Particulars

Name of Ship _____ Owner/Operator _____
 IMO Number _____
 Distinctive number of letters _____
 Gross Tonnage _____ Flag State _____
 Type of Ship Oil Tanker Chemical Tanker Bulk Tanker
 Container Other cargo ship Passenger Ship
 Ro-Ro Other (specify)

Section 3: Type and Amount of Waste Received

Marpol Annex 1 - Oil	Quantity (m ³)	Marpol Annex V - Garbage	Quantity (m ³)
Oily bilge water		Plastics	
Oily residues (sludge)		Food Waste	
Oily tank washings		Domestic Waste (e.g. paper products, rags, glass, metal, bottles, crockery, etc)	
Dirty ballast water		Cooking Oil	
Scale and sludge from tank cleaning			
Other (please specify)		Marpol Annex IV	
		Sewage	

On behalf of Enva, I confirm the above waste was delivered
 Signature: _____ Name: _____

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

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)

Dublin Port Waste Reception and Handling Plan

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 not 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			

Dublin Port Waste Reception and Handling Plan

Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

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)

Dublin Port Waste Reception and Handling Plan

Annex 5

RESULTS OF SHIPS WASTE SURVEY

		TOTAL VOLUME IN M ³ OF MARPOL ANNEX 5 ONBOARD						
		Domestic Waste (mixed)	Food Waste	Glass (if segregated)	Cardboard (if segregated)	Metal (if segregated)	Plastics (if segregated)	Cooking Oil
Returned (74%)		1,293.33	580.79	115.80	547.27	176.67	191.94	2.98
100% based on above		1,747.74	784.84	156.48	739.55	238.74	259.38	4.03
Sector	Berths	% of Total (0.01 = 1%)	% of Total	% of Total (0.01 = 1%)	% of Total (0.01 = 1%)	% of Total (0.01 = 1%)	% of Total (0.01 = 1%)	% of Total (0.01 = 1%)
1	21	0.128	0.033	0.096	0.081	0.345	0.110	0.181
2	28	0.000	0.000	0.000	0.000	0.000	0.004	0.000
3	29 - 31	0.001	0.001	0.000	0.000	0.000	0.004	0.002
4	32-37	0.010	0.007	0.004	0.002	0.005	0.017	0.075
5	39-40	0.007	0.006	0.001	0.001	0.001	0.019	0.049
6	50 - 50A	0.002	0.002	0.000	0.000	0.000	0.007	0.007
7	49	0.681	0.663	0.258	0.563	0.198	0.331	0.554
8	51 - 51A	0.142	0.256	0.637	0.342	0.440	0.391	0.027
9	52 - 53	0.020	0.025	0.000	0.004	0.010	0.063	0.046
10	41-45	0.002	0.002	0.000	0.000	0.000	0.008	0.000
11	46 - 47	0.001	0.001	0.000	0.000	0.000	0.002	0.008
12	48	0.000	0.000	0.000	0.000	0.000	0.000	0.000
13	OB1 - OB3	0.005	0.004	0.003	0.007	0.002	0.045	0.051
Total		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Annex 6

Procedure For The Delivery of Waste.

All vessels with the exception of those that have been granted an exemption directly from the MSO will be subject to an indirect fee to cover the cost of the Port Reception Facility in Dublin Port.

This indirect fee will cover the landing of MARPOL Annex V – Garbage only. MARPOL Annex I – Oil, Annex II – Noxious Liquid Substances and Annex IV – Sewage will be covered by a direct fee payable directly to the waste contractor. Arrangements for the discharge of Annex I, II and IV waste will be made directly between the agent, operator, ships Master and the waste contractor.

MARPOL Annex V – Garbage which is landed and is in excess of the maximum dedicated storage capacity (m³) of the vessel will also be covered by a direct fee and paid directly to the Waste Contractor. Arrangements for the landing of excess waste must be made directly between the operator, agent, ships master and waste contractor.

Delivery of Waste from Ships –

1. The operator, agent or master of a ship calling to Dublin Port shall accurately complete an “advance waste notification form”, a copy of which is attached to this document and notify all the information contained in it to the waste contractor on the following email address - dublinportwasteorder@enva.com
 - (a) at least 24 hours prior to arrival, if the last 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 also be reported electronically using SafeSeasIreland, or where for technical reasons SafeSeasIreland is unavailable using telephone, fax, email or other electronic means.

2. Once the Waste Contractor has been notified of waste to be landed, a collection time shall be agreed upon between the waste contractor and the vessel and or vessels agent. Normal waste collection times are **08:00-20:00hrs** seven days per week. Call outs outside of the normal waste collection times may be arranged in advance with the waste collection company in exceptional circumstances.
3. A representative from the Waste Collection Company will meet the vessel at the pre-arranged time and take the waste from the vessel. The delivered waste shall be accurately recorded on the “waste delivery receipt”, a copy of which is attached to this document. The waste contractor will then deposit the delivered waste into the dedicated waste compactor located off T10 link Road.
4. The operator, agent or Master of the vessel which has delivered waste is then required to electronically report the information contained within the “waste delivery receipt before departure. An electronic copy of the “waste delivery receipt” will also be provided to the Harbour Office for record keeping purposes.