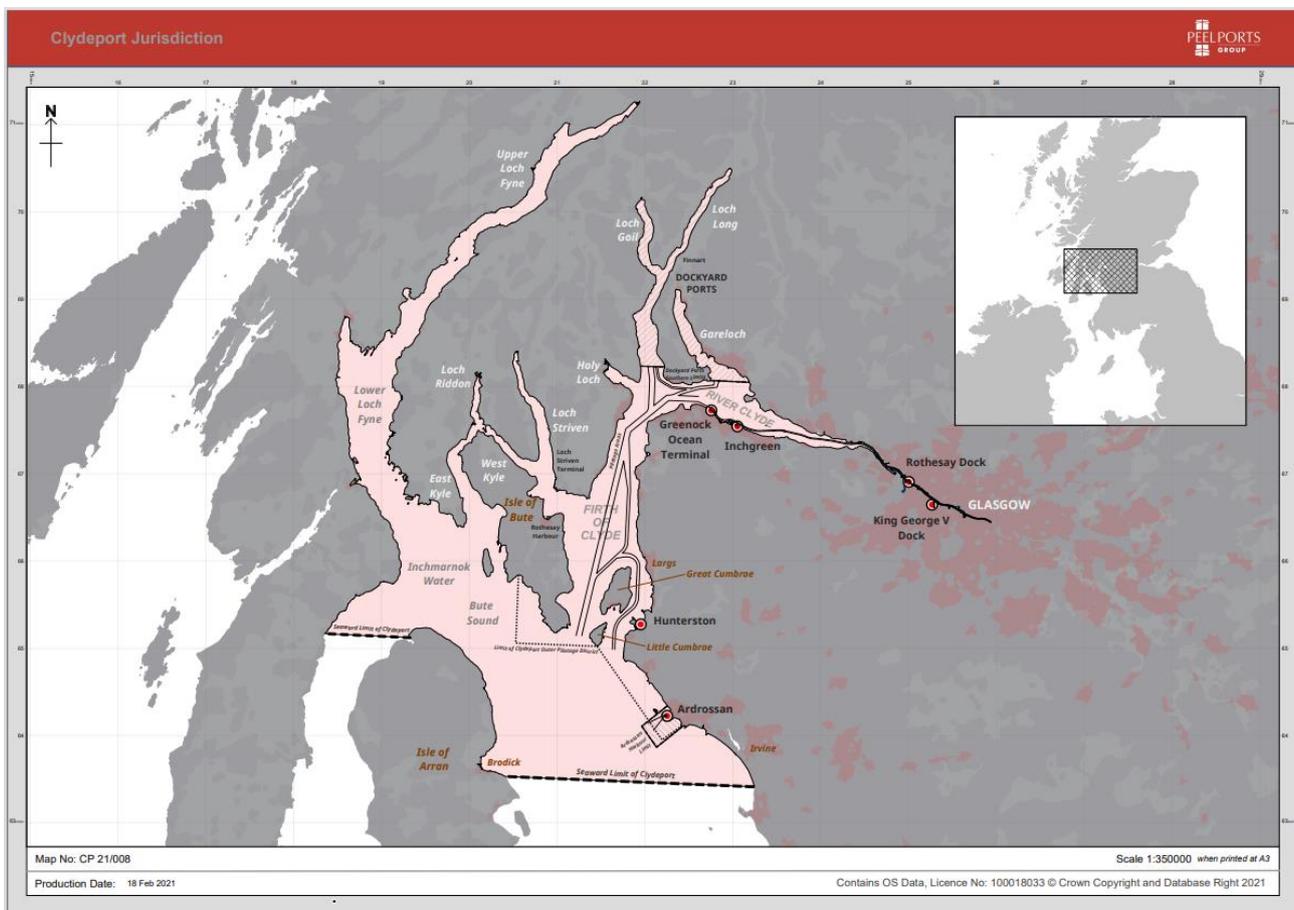


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INTRODUCTION

1. Clydeport Operations Limited, (COL), is the Statutory Harbour Authority (SHA) for the River and Firth of Clyde with a jurisdiction covering some 450 square miles. This plan covers the COL berths at Port of Greenock, Inchgreen, Rothesay Dock and King George V Dock, Glasgow. (Note that the Hunterston Terminal which is also in the jurisdiction, is currently undergoing major re-development and is rarely being utilised. In the event of any berth at the Hunterston Terminal being utilised in the foreseeable future, then waste reception facilities will be provided as required).
2. The COL area of jurisdiction includes the River Clyde, (inc. Glasgow & Greenock) and its estuary and the following sea lochs: Loch Fyne, Loch Riddon, Loch Striven, and the Holy Loch.
3. Clydeport is the Statutory Harbour Authority for the area indicated on the following drawing. The Dockyard Port of Gareloch, Loch Long and Loch Goil lies within the SHA area, with overlapping jurisdiction.



4. COL publishes a Standing Notice to Mariners at <https://www.peelports.com/marine/our-ports/clydeport> outlining the Port Waste Management process.
5. Within Clydeport’s jurisdiction there are three categories of berth, as follows:

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- a. berths owned and operated by COL (“COL Berths”)
 - b. berths owned by COL but operated by third parties
 - c. berths neither owned nor operated by COL
6. This plan addresses only berths owned and operated by COL. The responsibility for preparing Port Waste Management Plans for the second and third categories lies with the third parties.
 7. The aim of this plan is to fulfil COL’s legal responsibilities for waste management through an effective waste management process.
 8. Port waste management planning is made mandatory by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809) as amended by the Merchant Shipping (Miscellaneous Provisions) (Amendments etc) (EU Exit) Regulations 2018, along with Marine Guidance Note (MGN) 563.
 9. The regulations set out a structured planning process for waste management. The waste management planning process is undertaken in consultation with the MCA and vessel operators.
 10. The COL PWMP was submitted to the MCA in 2019 and approved in March 2020 and has been updated as necessary in the interim. In 2019 the consultation process was again carried out following which the plan was reviewed and updated to reflect changes to our systems and updated legislation.
 11. This revised edition of the COL Port Waste Management Plan (PWMP) has been compiled in line with the statutory requirements detailed in paragraph 8 above.
 12. The principal requirements are;
 - a. **Ships must give notification of the waste they will discharge, including information on types and quantities, during their stay prior to entering port. An accurately completed waste notification form should be submitted at least 24 hours before the vessel is due to arrive. Failure to do so will count as an infringement.**
 - b. **Ships must discharge their waste to the port reception facilities before leaving port unless they have sufficient dedicated storage capacity onboard for it and the waste that is expected to accumulate before their next port visit.**
 - c. **Ships will pay mandatory charges to contribute to the port reception facilities whether they use them or not.**
 13. The plan details and updates information on current activities and operations within the port and the appropriate waste management procedures to be followed.
 14. The plan is maintained by the Marine Department and the Operations Manager for each site is responsible for its implementation. The plan is submitted to the local MCA office for approval with a copy held at the MCA’s office in Southampton. In the normal course of events the plan will be reviewed at 3 yearly intervals unless significant legislation or port changes have occurred.

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REFERENCES

Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809) as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016

MGN 563 (M+F) - Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments.

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LEGISLATION

1. General guidance on Handling and Disposing of ICW is available on the GOV.UK website and is applicable to England, Scotland and Wales.
2. **Hazardous Waste.** Hazardous wastes are subject to the requirements of the Special Waste Regulations 1996 (as amended). Ship-sourced Special Waste is covered by these regulations which are enforced by the Scottish Environment Protection Agency.
3. The Special Waste Amendment (Scotland) Regulations 2004 amend the Special Waste Regulations 1996 above and came into force on 1 July 2004. Special Waste is so called because it has hazardous properties that may render it harmful to human health or the environment. Examples of wastes classed as Special Waste include asbestos, lead-acid batteries, electrical equipment containing hazardous components such as cathode ray tubes, oily sludges, solvents, fluorescent light tubes; chemical wastes and pesticides. In England, there has been some confusion between what is classed as Hazardous waste and that classed as Special waste. However, In Scotland, Special Waste and Hazardous Waste now have the same meaning because, under Scottish law, ‘Special Waste’ is any waste which is Hazardous Waste as defined by the European Hazardous Waste Directive
4. Essentially ship generated Special Waste can be described as any controlled waste displaying the hazardous properties listed in the Special Waste Regulations, plus prescription only medicines. The hazardous properties listed in the regulations include explosive, flammable, oxidising, irritant, harmful, toxic, carcinogenic and corrosive properties.
5. In preparing a port waste management plan, provision should be made for the disposal of these special wastes through the arrangements with waste contractors and the provision of suitable facilities as required by the users of the port/terminal. Further information can be provided by the Scottish Environment Protection Agency
6. **Food Waste.** International Catering Waste (ICW) is food waste from international transport vehicles including cruise ships, private or commercial yachts and boats, armed forces ships and submarines and ferries. Food and drink is considered ICW when it is no longer intended for human consumption or has been mixed with food waste.
7. ICW is considered a high-risk category one waste (highly hazardous waste) and must be collected, stored and transported in an approved sealed container and disposed of at an appropriate licensed waste disposal facility. Ports/Terminals should advertise the proper provision for food waste and make sure it is included in any contracts with waste contractors.

THE MERCHANT SHIPPING AND FISHING VESSELS PORT WASTE RECEPTION FACILITIES REGULATIONS 2003

8. The Regulations above are applicable to any harbour or terminal within the UK. Every harbour authority and terminal operator shall provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question without causing undue delay to ships.

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9. Ships must provide notification before entry into the port or terminal of the waste they will discharge, including information on types and quantities. Fishing vessels and recreational craft authorised to carry (or normally carrying, no more than twelve passengers) are exempt from these regulations.
10. Ships must deliver their waste to port reception facilities before leaving port, unless they have sufficient dedicated storage capacity to store the waste until the next port of call and they have followed the required notification procedure.
11. 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. Such charges are not applicable to vessels exempt from these regulations.
12. Vessels which meet certain criteria such that they operate a scheduled, frequent and regular service between ports can be exempted from the requirement for advance notification, mandatory discharge of waste and payment to cover the provision of reception facilities.

THE PRODUCTS OF ANIMAL ORIGIN (THIRD COUNTRY IMPORTS) (SCOTLAND) REGULATIONS 2007

13. All imports of meat, meat products, milk and dairy products from outside the EU (plus some exceptions) must fully comply with the requirements for veterinary checks. 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).

THE “ANIMAL BY-PRODUCTS (IDENTIFICATION) REGULATIONS 1995” AND “THE ANIMAL BY-PRODUCTS (IDENTIFICATION) AMENDMENT (SCOTLAND) REGULATIONS 2003”

14. An animal by-product is any part of an animal carcass, or any material of animal origin, not intended for human consumption. There are three categories of animal by-products based on their potential risk to animals, the public or the environment. Each category has a defined range of permitted uses or disposal methods. Regulation (EC) No. 142 / 2011 The Animal By-Products (Enforcement) (Scotland) Regulations 2013.
15. It is a specific offence to categorise, collect, transport, identify, dispose, store, process or use Category 1, 2 or 3 wastes other than in accordance with the council regulations.
16. If different categories of animal by-product are transported on one vehicle but in different containers or compartments, and complete separation of the different kinds of by-products cannot be guaranteed, the by-products transported shall be treated as the highest risk category of the by-products transported.
17. Each person who collects animal by-products, even as part of a trade waste collection service must comply with the legislation and dispose in accordance with it.
18. Records must be kept of the quantities of by-product collected, transported and disposed of.

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MARPOL REGULATIONS 73/78 ANNEX V

19. The 1973 MARPOL Convention sought to eliminate and reduce the amount of garbage being dumped into the sea from ships. Under Annex V of the Convention, garbage includes all kinds of food, domestic and operational waste, excluding fresh fish, generated during the normal operation of the vessel and liable to be disposed of continuously or periodically.
20. Annexes I, II, IV and v provide specific requirements for the handling and discharge of ship generated wastes. Table 1 below outlines the requirements relating to reception facilities.
21. Annex V totally prohibits the disposal of plastics anywhere into the sea, and severely restricts discharges of other garbage from ships into coastal waters and “Special Areas”. The Annex also obliges Governments to ensure the provision of facilities at ports and terminals for the reception of garbage.
22. The MARPOL 73/78 Convention aims to minimise the pollution from ships and requires that the provision of waste reception facilities are “adequate” and do not cause “undue delay” to the ships using them. The Regulations give a definition of what “adequate” means. Regulation 4 states:
23. *“adequate” means capable of receiving the types and quantities of prescribed wastes from ships normally using the harbour or terminal taking into account the operational needs of the users of the harbour or terminal, its size and geographical location, the types of ships calling there and any exemptions provided for ... “*
24. The Regulations apply to all prescribed wastes which are: cargo residues, noxious liquid substances and ship generated waste. Ship generated waste is defined in the regulations as wastes and residues generated during the service of the ship which fall into the definition of garbage, oil and oily mixtures.

MARPOL ANNEX	Category of waste	Annex in Force	Reception facilities required	Types of waste for reception
I	Oil	√	√	Covers all types of wastes from the carriage of oil: as fuel, engine room slops, cargo (tank washings) or dirty ballast water.
II	Noxious Liquid Substances in Bulk	√	√	Chemical wastes derived from bulk chemical transportation, including residues and mixtures containing noxious substances
III	Harmful substances carried by sea in packaged form	√	x	-
IV	Sewage from ships	√	√	Raw sewage – retained in holding tanks for disposal in port or outside 12nm

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				Partially treated sewage – retained in holding tanks for disposal in port or outside 4nm
V	Garbage from ships	√	√	Garbage includes domestic (food and packaging) and operational (maintenance, cargo and miscellaneous) wastes
VI	Air pollution from ships	x	x	-

Table 1 - MARPOL Regulations relating to reception facilities

25. Dredgers, Survey Ships and comparable vessels which are not “bound” for another harbour/terminal, may apply to the MCA for an exemption in the manner as any other vessel if they can demonstrate scheduled, frequent and regular sailings with robust waste management practices at their home port or terminal.
26. In respect of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) 2003 "ship" means a sea-going vessel of any type whatsoever (including hydrofoils, hovercraft, submersibles and floating craft) operating in the marine environment beyond the limits of waters of categories A and B as categorised in Merchant Shipping Notice No. MSN 1776(M) "recreational craft" means a ship of any type, regardless of the means of propulsion, which is intended for sports or leisure purposes
27. The following table indicates how the 2003 Regulations amended apply to some types of ships and indicates what is required for that type of ship to comply with these requirements

Ship Type	Requirements under the 2003 Regulations as amended.
1. Vessels under the Small Commercial Vessel Code of Practice	Are exempt from the requirement to notify and to pay the mandatory charge but are required to deliver their waste to port. Further guidance can be found in the harmonised Small Commercial Vessel Code of Practice.
2. Warships, Naval Auxiliary ships and Vessels owned or operated by a state, and on government non-commercial service (for example HM Customs and Excise vessels)	The Regulations do not apply to these vessels, but they are encouraged to follow the spirit of the Regulations and to adopt sound waste management practices.
3. Class IV – Passenger Ships engaged only in voyages in category A, B, C and D waters.	Fall outside the scope of the 2003 Regulations as amended. Should adopt good waste management practices in accordance with the Domestic Safety Management Code.
4. Class V – Passenger Ships engaged only in voyages in category A, B and C waters.	Fall outside the scope of the 2003 Regulations as amended. Should adopt good waste management practices in accordance with the Domestic Safety Management Code
5. Class VI – Passenger Ships carrying not more than 250 passengers to sea, or category A, B, C, and D waters in all cases in favourable weather and during restricted periods ¹ during which the vessel is at no time more than 15 miles exclusive of A, B, C and D waters from their point of departure nor more than 3 miles from land.	Fall outside the scope of the 2003 Regulations as amended. Should adopt good waste management practices in accordance with the Domestic Safety Management Code

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6. Class VI (A) – Passenger ships carrying not more than 50 passengers for distances not more than 6 miles on voyages to or from isolated communities on the islands or coasts of the UK and which do not proceed for a distance of more than 3 miles from land.	Fall outside the scope of the 2003 Regulations as amended. Should adopt good waste management practices in accordance with the Domestic Safety Management Code
7. Class IX(A) – Ships (other than ships of class IV to VI inclusive) which do not proceed to sea.	The 2003 Regulations as amended do not apply but these ships are encouraged to ensure that their ship-generated wastes are handled in an environmentally sound manner. If the ship proceeds to sea then it must fulfil the requirements of the 2003 Regulations as amended.
8. Class IX(A) (T) – Tankers which do not proceed to sea.	The 2003 Regulations as amended do not apply but these ships should ensure that their ship-generated wastes are handled in an environmentally sound manner. If the ship proceeds to sea then it must fulfil the requirements of the 2003 Regulations as amended.
9. Fishing Vessels excluding factory ships (vessels with equipment for processing dead marine life whilst still at sea but not involved directly in catching marine life)	Fishing vessels are required to offload all ship-generated waste (other than sewage) to shore reception facilities but are not required to notify the harbour authority or terminal operator in advance or to pay the mandatory charge. They should make arrangements and payment for the landing of waste with the harbour/terminal in question.
10. Recreational Craft authorised to carry, or designed to carry, no more than 12 passengers.	These ships are required to offload all ship-generated waste (other than sewage) to shore reception facilities but are not required to notify the harbour authority or terminal operator in advance or to pay the mandatory charge. They should make arrangements and payment for the landing of waste with the harbour/terminal in question.

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COL BERTHS

1. COL operates berths at Glasgow, Greenock and Hunterston (NOTE: As per Introduction, section 1 – Hunterston is currently undergoing major re-development, and rarely utilised). They receive a variety of vessels ranging from small coasters to large cruise ships. There are a number of other berths and facilities within the area of COL jurisdiction as a Harbour Authority but they operate their own waste management plans and a list of these is at Annex A2.
2. For all these berths ease of use has been taken into consideration with waste discharge facilities placed adjacent to the berths. In the event of any problems or queries users are directed to contact the berth's Operation Manager in the first instance. The drawings of each COL berth is attached at Annex A3 and includes the normal positions for the skips provided.

Glasgow – King George V Dock and Shieldhall berth.

3. Skips are provided within the dock complex however where it is anticipated that a large quantity of garbage is to be landed extra skips should be ordered through the ships agent with a minimum of 24 hours' notice.
4. There are a wide range of cargoes handled here, some of which will have timber dunnage. The cargoes include animal feeds, grain, aggregates, dry bulk cargoes, timber, glass, salt, wind farm and other specialised project cargoes. 1,101,000 T cargo were handled in 2018.
5. The vessels normally visiting here are bulk carriers however there are also naval vessel visits and occasional specialised ships such as dive vessels, passenger ferries and private yachts.
6. The following figures for waste received at KGV have been extrapolated from the data received to date during 2021 & 2022:

Waste Type	Quantity (m³) 2022	Quantity (m³) 2021
Waste Oils		
Sludge	202.56	232.56
Bilge	Nil	nil
Other (not specified)	5.24	8.52
Garbage		
Food Waste	26.24	30.95
Plastic	61.63	68.54
Other (not specified)	172.49	184.67

Table – 1 KGV Waste Type/Quantities

Glasgow – Rothesay Dock

7. Skips are provided within the dock complex however where it is anticipated that a large quantity of garbage is to be landed extra skips should be ordered through the ships agent with a minimum of 24 hours' notice.

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8. Rothesay dock west is also managed from here however commercial traffic is very infrequent but where required skips would be provided.
9. The following figures for waste received at Rothesay Dock have been extrapolated from the data received to date during 2021 & 2022:

Waste Type	Quantity (m ³) 2023	Quantity (m ³)
Waste Oils		
Sludge	12.2	
Bilge	NIL	
Other (not specified)	1.1	
Garbage		
Food Waste	8.2	
Plastic	2.8	
Other (not specified)	10.2	

Table – 2 Rothesay Dock Waste Type/Quantities

Greenock – Port of Greenock

10. Skips are provided at the terminal which suffices for most commercial vessel visits however where a cruise ship is due there is additional capacity brought in from other parts of the site as required.
11. In addition to the cruise ships the following cargoes are dealt with; containers, paper products and special cargoes.
12. The Inchgreen repair quay is operated from Ocean Terminal and skips are provided when a ships is due. Traffic to this berth is infrequent however it is used for specialised cargoes such as transformers.
13. The west wall at Victoria Harbour is also operated from Port of Greenock and is used very infrequently. Where necessary, skips would be provided for visiting vessels.
14. Port of Greenock handled 57,000 containers, 120,000 tonnes of other cargo and 121,000 passengers passed through the port in 2018. The other cargo consists of paper products, timber products and steel produce.
15. In 2017 & 2018 the following waste was received at Ocean Terminal;

Waste Type	Quantity (m ³) 2021	Quantity (m ³) 2022
Waste Oils		
Sludge	0.00	40.00
Bilge	0.00	8.00
Other (not specified)	0.00	0.00
Garbage		
Food Waste	2.27	86.05
Plastic	4.95	61.27
Other (not specified)	7.29	61.27

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Table – 2 Port of Greenock Waste Type/Quantities

16. At the Port of Greenock and Glasgow (King George V and Shieldhall) berths, local training and risk assessments/safe systems of work are in place to ensure that waste management takes place safely and in line with regulations.

Waste Management Training

Control and Handling of Port Waste ICS and Domestic Skips (GOPV034)

ICW Waste Skips – Spillage Response (GOPV035)

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PROVISIONS FOR WASTE RECEPTION FACILITIES AT COL

1. In reviewing the requirements for the provision of waste reception facilities it was necessary to determine the number of ships visiting the COL berths and then calculate the potential waste volume figures. The following table outlines the number of visits to the COL berths in 2018 and the visits made in 2017 are used as a comparison.

Berth	Ship Visits 2022	Ship Visits 2021
Ocean Terminal ¹	362	333
King George V ²	187	203
Total Visits	625	582

Table 1 - COL Ship Visits 2022 and 2021

Notes

1 – There is also a berth at the west wall of Victoria Harbour which is used infrequently and there are no statistics for this.

2 – There are also berths at Yorkhill and Rothesay Dock West which are used infrequently and there are no statistics for this. The plans covers the facilities provided at these berths.

2. The total number of ships visiting COL has decreased since 2016, this due mainly to the demise of Hunterston. However the total number of ships at KGV & POG is subject to some annual variation and it is also notable that there have been an increased number of passenger ships (year on year) coming to Ocean Terminal at Greenock and these ships potentially have far higher waste reception requirements compared to a coaster at KGV.
3. Such variations in shipping are accommodated through the use of a single supplier for all 3 berths and monitoring the skips capacity and changing as necessary by calling the supplier. In this manner fluctuations in shipping can be quickly and effectively accommodated. Whilst it is possible to calculate projected quantities of waste which may be expected to be received, the plan makes use of the quantities given on the Port Notification Waste form to determine what is actually coming through the port. The ships agent will send the form to the vessel.
4. **Waste volume figures¹.** In evaluating the need for waster reception facilities the following figures have been used. An allowance of 2kg per person per day is allowed. A higher figure of 3.5kg is allowed for passenger vessels. It has been determined that 30% of the garbage produced at sea requires landing at a COL berth. In addition 70% of deck waste is produced whilst vessels are in dock.

Note 1 - These figures are determined from Project 365 (Quantifying waste generated by ships and platforms operating in the North Sea) carried out by the Marine Safety Agency (Now Marine & Coastguard Agency) in 1996.

5. The principal waste normally dealt with is Catering Waste (Category 1). This is defined as any food waste and its packaging, such as tins, plastics, cardboard, glass jars, egg products and milk cartons, from a means of transport operating outside the EU. It is important that if the ship has docked in a

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country outside of the EU the catering waste is Category 1 even if provisioned in the EU. This waste will be removed and disposed to deep burial.

6. **Waste Contractors.** COL use a single contractor for all their berths – Biffa. This company deal with all the Category 1 waste and the contractor is the owner of the waste receptacles and cleaning duties.
7. A number of methods are used for disseminating information on the port waste reception facilities; these include a Notice to Mariners which is issued to all agents and principal estuary users.
8. When a pilot boards a ship they provide the Master with a copy of the COL Port Regulations document Version 2 (2013) which covers port waste management. A copy of this booklet is attached at Annex A4.
9. In the event there are any issues with the reception facilities the Master is advised to contact the local Berth Manager. Where this is not resolved satisfactorily the Master of a vessel may use the form for reporting inadequate reception facilities at **Annex D of MGN 563. (Reference to MGN 563, section 19 for guidance).**
10. The Port Regulation booklet also makes it clear that no oily rags, oil, noxious substances or paints must be deposited in or left next to the garbage skips provided.
11. The charging system for use of the reception facilities is based on the vessels gross tonnage with two scales, it is mandatory and is charged per visit, as outlined in Table 2 below;

Gross Tonnes	Cost (2020)
Up to 2,000 GT	£65.00
Over 2,000 Gt	£95.00

Table 2 - COL Waste Reception Charges **2020**

12. The Waste Charging system is reviewed on an annual basis. The charge is made up of the actual cost plus an administration charge. The current Schedule of Charges is available at COL's website – <https://www.peelports.com/marine/our-ports/clydeport>
13. **Procedure for recording whether waste will be received in COL.** The vessels are required to complete a Port Waste Notification form and notify COL at least 24 hours in advance of their arrival. The COL Port Waste Notification form is attached at Annex A5. Applicable vessels must also complete CERS3 documentation, which includes waste declaration. Requirements regarding CERS3 are shown in (17) below. (Guidance referring to CERS3 is attached in Annex 4).
14. The form asks for basic information such as name, ETA, next port, previous port, how much is being retained on board, where this will be discharged to and how much waste will be generated between this and the next port. However ships may also use their own form if it provides sufficient information on their requirements.
15. The forms are kept in electronic format for 2 years from date of issue by COL Planners before disposal. The information gathered is also used for waste management planning.

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16. The notification forms asks for details on the waste to be delivered in the following categories;
- a. Waste Oils
 - b. Garbage
 - c. Cargo Associated waste
 - d. Cargo Residues
17. In addition to the COL Port Waste Notification, vessels over 300 GT arriving in UK ports, (and foreign flagged vessels under 300 GT) are required to complete & submit CERS3 forms. These forms include the requirement to report & declare waste as above. (A guide to completing CERS3, is attached as annex 4. MCA Advice note No 1 2018, regarding CERS reporting requirements is attached as Annex 4A).
18. This plan principally deals with sub paragraph b – Garbage. Where it is necessary to discharge waster oil, noxious substances or sewage, separate arrangements must be made through the ship’s agents with at least 24 hours’ notice, the services are charged at a commercial rate agreed between the agent and the service provider. The mandatory charges outlined in table 2 only relate to Category 1 waste.
19. Where a vessel has not complied with the need to notify and / or land waste the Operation Manager should inform the Marine Office and the vessel may then be targeted by the MCA for inspection and destination ports will be warned of their non- compliance. Vessels that fail to comply with the requirements may be guilty of an offence and liable on summary conviction of a fine.
20. The Port Waste Management Plan is subject to a review **every three years**.

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CONSULTATION WITH STAKEHOLDERS

1. It is recognised that consultation between the port authority and port users forms the keystone to the port waste management planning process.
2. The maintenance of communication channels enables a port authority to monitor the needs of ship operators whilst providing the opportunity to broadcast the characteristics of waste reception facilities available at the port.
3. The 2022 revised version of the plan has been built upon consultations which took place in 2022 and communications which have been ongoing since then. No new issues have arisen in the interim and no changes have been required to the existing plan.

Company Name	Activity
Adam Marine	Agency
Burke	Agency
H Abrams	Agency
Cory Bros	Agency
Denholm	Agency
J S Braid	Agency
G M Tier	Agency
Hunterston Shipping Agency	Agency
GAC Grangemouth	Agency
Mair Shipping	Agency
T H Ferguson	Agency
McAndrews	Agency
Casper Shipping Ltd	Agency
Graypen	Agency
SEPA	Government Agency
Alfa Shipping	Agency
Caledonian MacBrayne	Ferry Operator
Holy Loch	Berth Operator
Waverley Excursions	Passenger vessel operator

4. Consultation has taken place regularly with the port users to ensure that the provision of waste reception facilities meet their requirements and do not cause undue delay to ships. Subsequent changes to the plan have been agreed upon with port users as they took place.
5. The berths and marina operators outside the scope of this plan are recorded at Annex 3.
6. To date there has been no adverse feedback from any of the consultees. In addition as mentioned in the section on WASTE RECEPTION the Master of any inbound ship is provided with the Port's Port

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Regulation booklet which also has guidance on how to make comment on any aspect of the waste management regime.

7. Consultation will be carried out at **3 yearly intervals** to coincide with the Port Waste Management Plan Review. In addition the three berths also hold regular Health and Safety meetings where any inadequacy of the Port Waste Management regime can be raised.