

Department of Agriculture, Food and the Marine

**Waste Management Plan
Dingle Fishery Harbour Centre**

Updated Edition January 2017



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PREAMBLE

AIMS AND OBJECTIVES

The overall aim of this port waste management plan for Dingle Fishery Harbour Centre is to protect the marine environment by reducing discharges into the sea of ship generated wastes and cargo residues; to improve the availability and use of reception facilities and strengthen the enforcement regime.

Its objectives are

- To reduce illegal discharge of waste from vessels**
- To fulfil legal duties with regard to waste management**
- To consult with users, agents, operators, contractors and regulators in the development and implementation of waste management strategies and measures**
- To minimise the production of waste wherever possible**
- To re-use or recycle waste wherever possible**
- To dispose of waste so as to minimise negative environmental effects**

1 DINGLE HARBOUR

1.1 Overview Of Port Activities

Dingle Fishery Harbour Centre services Break Bulk vessels, Niche Cruise vessels local and foreign registered fishing vessels. The port includes a 170 berth Marina and is located in the centre of a busy tourist town. There are a number of small passenger vessels operating trips in the harbour area and to Blasket Islands. The Harbour is managed on behalf of DAFM by a Harbour Master assisted by a Harbour Foreman and a Marina Supervisor. Vessels are dealt with by the Harbour Staff on an individual basis. There is no fishing cooperative.

1.2 Current Waste Management Procedures

The Harbour is an open public area with vehicular access restricted to pass holders. Waste management facilities are enclosed, Ship Generated waste is collected by Harbour Staff, Waste for deep burial is disposed of using the Department of Agriculture procedures, Oily waste, Oil filters, waste oil and Batteries are collected by harbour staff. **All waste is handled by one contractor without exception.**

Advance reporting will apply as required by legislation.

1.3 Waste Management Site 1 (East Side)

1000 litre	Waste Oil tank	collected on demand
1x 50 lt	Oiled Rag Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x 250lt	Cardboard container	collected on demand

Retention area for net/timber /scrap iron- disposed of by a licensed contractor on request.

1.4 Waste Management Site 2 (West side)

1x 50lt	Waste Oil tank	collected on demand
1X500Kg	Battery Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x7.65 cu m	Skip for swill waste	collected on demand
1x7.65 cu m	Skip for general waste	collected on demand

1.5 Main Pier

Capacity for waste reception can be increased at short notice to facilitate additional or exceptional quantities of waste.

LEGISLATION LIST

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

- **EU Directive 2000/59/EC on port reception facilities for ship generated wastes and cargo residues**
- **S.I. No. 117 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003**
- **Directive 2002/84/EC amending the Directives on maritime safety and the prevention of pollution from ships**
- **S.I. No. 659 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2003**
- **Commission Directive 2007/71/EC of 13 December 2007 amending Annex II of Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues**
- **S.I. No. 376 of 2009: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2009**
- **Commission Directive (EU) 2015/2087 amending Annex II to Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues**
- **S.I. No. 550 of 2016: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2016**
- **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**
- Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine 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**

[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**

[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**

[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**
- **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**

3. DEFINITION OF WASTES, WASTE QUANTITIES AND FACILITIES

3.1 Definition of Waste

Use the definitions in MARPOL 73/78

Regulations

MARPOL ANNEXES

- *Annex I Oily Wastes (bilges, sludge, ballast, slops)*
- *Annex II Noxious Liquid Substances Carried in Bulk (dirty ballast, slops, tank washings)*
- *Annex III Pollution by Harmful Substances Carried by Sea in Packaged Form*
- *Annex IV Sewage*
- *Annex V Garbage which includes - hazardous waste, food waste, glass, metal, plastics, paper/cardboard, wood, paint tins, batteries*
- *Annex VI Prevention of Air Pollution from Ships*

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

3.2 Waste Quantities 2016

19,500 kgs	Deep Burial
12,600 kg	Dry Skip (Normal waste)
35.00	CU meters of cardboard
660ltrs	Waste oil booms
1320ltrs	Waste oil filters
	200ltr contaminated metal drums
2 euro pallets	20ltr plastic oil drums
1320	Litres Waste Oil
4 loads	of nets for recycling
Nil	Batteries
Miscellaneous drums/barrels/waste metal disposed of by local contractor	

3.3 Waste Management Site 1

1000 litre	Waste Oil tank	collected on demand
1x 50 lt	Oiled Rag Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x 250lt	Cardboard container	collected on demand

Retention area for net/timber /scrap iron- disposed of a licensed contractor on request.

3.4 Waste Management Site 2

1x 50lt	Waste Oil tank	collected on demand
1X500Kg	Battery Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x7.65 cu m	Skip for swill waste	collected on demand
1x7.65 cu m	for general waste	collected on demand

3.5 Main Pier

Capacity for waste reception can be increased at short notice to facilitate additional or exceptional quantities of waste

SECTION I

4. PROCESS UNDERTAKEN BY DINGLE HARBOUR TO ACHIEVE LEGISLATIVE COMPLIANCE

4.1 Consultation

Dingle Harbour Commissioners were previously the statutory authority for Dingle Harbour and the board was drawn from representatives of port users and local authority. The plan was considered and approved by the board. The Harbour Master (as the competent local authority SI 117/2003 4.1.b.i) is responsible for the implementation of the plan on behalf of DAFM, the Department now responsible for Dingle Fishery Harbour Centre.

At a meeting held at DCMNR on 9 December 2003 it was agreed:

There are two main objectives for establishing a workable system. The system should be both user and management friendly.

It will also be a chargeable system with fishing vessels liable to pay to discharge under EU and National law under the “Fishery Harbour Centres (Rates and Charges) Order 2012 (SI 214 of 2012)”

4.2 Waste

Ship generated waste is governed by a Statutory Instrument S.I. 117 of 2003 and an EU Directive 2000/59/EC. There are receptacles in the Harbour Area for the disposal of

- a) waste oil
- b) waste oil filters
- c) garbage
- d) glass
- e) batteries
- f) food waste
- g) hazards.
- h) Oily Rags
- i) Nets
- j) Miscellaneous items.

Each Fishing Vessel Owner, Manager and Agent has been informed of the port waste management arrangements on an individual basis.

4.3 Procedures for dealing with inadequacies in the system

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information (on relevant form), together with any supporting documentation, to the administration of the ship's flag state and, if possible, to the competent authorities in the port state."

Reporting alleged inadequacies of Port Reception Facilities (attached, pages 24, 25 and 26)

SECTION II

5. THE PORT WASTE MANAGEMENT SYSTEM-PROCEDURES FOR THE USE OF THE PORT WASTE RECEPTION FACILITIES AT DINGLE HARBOUR

5.1 Mandatory Provision

Dingle Fishery Harbour Centre has available the following system and port reception facilities for ship generated wastes.

5.2 Mandatory Discharge

All vessels MUST discharge ship-generated waste before leaving the fishing ports unless it can be demonstrated that storage space for such waste is sufficient. If retaining waste on board, a legitimate reason for not using the port reception facilities must be given. Failure to do so will result in detention in port until waste has been discharged.

In the latter case, if there is reason to believe that there is a risk of waste being discharged into the sea because adequate facilities are not available at the next port of call, or if that port of call is unknown, these will also be grounds for detention.

5.3 Definition of an Exempt Ship

Applications for exemptions from the port waste management system must be made to the Harbour Master who will seek the approval of Minister for Agriculture, Food and the Marine and also the Department of Transport, Tourism and Sport. They are not automatic. There are three grounds for the granting of an exemption and they must ALL be satisfied:

SCHEDULED traffic operating along a regular route
Evidence of DELIVERY in one port along the route
Evidence of PAYMENT in one port along the route

5.4 Notification Requirement

The following information is required from ALL RELEVANT vessels prior to arrival (All ships *except fishing vessels and recreational craft authorised to carry no more than 12 passengers* are required to notify ports in advance of intention to use facilities and quantities of waste onboard)

- Name/call sign/IMO number
- Flag state
- ETA/ETD
- Previous/next port of call
- Last port and date when ship generated wastes was delivered
- Whether delivering all/some/none of ship generated wastes into facilities

- Type and amount of waste to be delivered/stored on board plus maximum storage capacity
- The unit of measurement is cu m/kg

The checklist is to be completed by the Master and submitted to the fishing ports 24 hours prior to arrival if applicable. Transmission should preferably be by electronic means (e mail or fax). The fishing ports will retain ALL notification records for 3 years in order to comply with the audit requirements of the regulations. Failure to submit a checklist MAY result in delay in entry. It is to be noted that this will be called a SCHEDULE 2 WASTE CHECKLIST to avoid confusion with the convention that Schedule 2 checklist refers to hazardous cargo.

**Fax 353(0)669152546 e-mail nigel.collins@agriculture.gov.ie
dingleharbour@agriculture.gov.ie**

5.5 Charging System

The EU Directive says that each vessel must contribute "significantly" to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use. To comply with the legislation the fishing ports will continue to facilitate the disposal of waste on a non-profit basis.

Charges are applied in accordance with the Fishery Harbour Canters (Rates and Charges) Order 2012 (SI 214 of 2012) as outlined below.

Charge Number (1)	Description of Facility or Service (2)	Rate or Charge (3)
10	Disposal of ship generated waste*. A vessel of — (a) less than 10 gross tons (b) 10 or more gross tons (c) 20 or more gross tons (d) 30 or more gross tons (e) 100 or more gross tons *Note: 1. This charge is mandatory on all vessels using a Fishery Harbour Centre whether or not waste is disposed of. 2. If a charge for disposal of waste is levied at one Fishery Harbour Centre in a month this charge will not be levied in another Fishery Harbour Centre used within that month.	€20 per month €40 per month €60 per month €80 per month €100 per month

5.6 Waste Management Procedures Dingle Harbour

The following outlines how each vessel will be required to comply with Dingle Harbour Waste Management Plan.

- All ships waste must be labelled before coming ashore with the name of the vessel and the date clearly marked on the label with an indelible marker.
- All galley waste should be stored in strong RED bags in secure locations aboard and only disposed of ashore properly labelled to Harbour staff who will transfer it to holding places ashore where it will be transferred to waste skips/receptacles.
- Waste oil must be delivered ashore in sealed drums and labelled with the type of oil and ships name.
- Waste oil filters must be delivered separately in a secure BLUE bag or box that does not leak and labelled.
- Hazards such as batteries, empty paint tins, oily rags etc. must be delivered to harbour staff segregated and will be deposited separately into appropriate repository. Each type of hazardous item must be labelled with the ships name.
- All other wastes, for the time being, can be put into strong black bags, secured and labelled (Name of boat and date) for delivery ashore.

Harbour Staff should receive all waste coming ashore for transportation to the port reception facilities. A vessels garbage can be collected by harbour staff on request during office hours 0800 hrs to 1700 hrs Monday to Friday, 0800-1300 Saturday and Sunday, otherwise by arrangement. Refuse bags are available from Harbour Office and Harbour staff

5.7 Harbour Office

Phone 066 9151629 Fax 066 9152546 dingleharbour@agriculture.gov.ie

The skipper, vessel operator, owner or agents are responsible for delivery of ships waste to the harbour staff.

5.8 Records

Harbour staff will provide a receipt outlining quantity and type of waste accepted and will initial the vessels waste management book.

If required. Harbour Waste receipt book will act as a record for comparison with waste contractors records of waste removed from the Harbour.

The above procedures are the only authorised methods for the handling, delivery and reception of ship-generated waste at Dingle Harbour.

Under no circumstances is ships waste (garbage) of any kind to be left on the quay for collection, unless the Harbour Master for whatever reason has given express permission.

From 1/8/2003 any skipper, owner, or agent responsible for the delivery of ship-generated waste will be expected to follow the above procedures. **Failure to comply will be dealt with in accordance with the “Fishery Harbour Centres (Rates and Charges) Order 2012 (SI 214 of 2012)”**.

These are measures used in a process, which will be subject to changes from time to time in order to fully implement the European Communities (Port Reception Facilities for Ship Generated Waste and Cargo Residues) Regulations 2003 (S.I. 117 of 2003) and other National Regulations pertaining to waste disposal.

5.9 Cargo Residues

It will be the responsibility of the ship, ship agent, stevadore and cargo receiver to ensure that all waste accumulated on the quay wall or harbour area as a result of the landing loading or transportation of cargo is collected and disposed of in a proper manner. Should it be necessary for the Harbour Master to remove cargo residues charges will accrue to the cargo receiver under the “Fishery Harbour Centres (Rates and Charges) Order 2012 (SI 214 of 2012)”

5.10 Waste From Out-of-Service Ships/Vessels

The provision of port waste reception facilities is provided to facilitate operational vessels with a relatively easy yet comprehensive and lawful way of disposing of ships garbage. This is to reduce discharges of ship-generated waste and cargo residues into the sea especially illegal discharges. Obviously this applies to seagoing vessels that are operational and in service. After initial landing of waste on arrival in port, waste from vessels that are laid up for whatever reason, even for a short period of time, is not ship-generated waste and therefore may be treated separately by the port. Such waste may be accepted through the port waste reception facilities however this will be on a case by case basis once a request has been received from the operator of the vessel that has generated the waste. Extra handling charges may accrue and waste that is not acceptable for disposal by the ports waste disposal contractor will not be accepted.

In such instances, including where a vessel carries out a refit, dry-dock or large-scale maintenance the vessels owners/operators will be expected to make arrangements with an authorised waste disposal contractor for the removal and disposal of this waste.

At no time is waste/garbage etc. to be left on the quays except where immediate collection has been arranged.

Should the port have to remove waste under these circumstances the person/s responsible for producing the waste may be subject to fees, fines and possible prosecutions. Charges may be levied under the “Fishery Harbour Centres (Rates and Charges) Order 2012 (SI 214 of 2012)”

6. TYPE AND CAPACITY OF FACILITIES

6.1 Purpose

Dingle Harbour will strive to provide facilities, which are suitable for the types and amounts of waste which should be received in port.

The Harbour does not have any pre treatment equipment and process in place.

6.2 Waste Management Site 1

1000 litre	Waste Oil tank	collected on demand
1x 50 lt	Oiled Rag Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x 250lt	Cardboard container	collected on demand

Retention area for net/timber /scrap iron- disposed of by a licensed contractor on request.

6.3 Waste Management Site 2

1x 50lt	Waste Oil tank	collected on demand
1X500Kg	Battery Container	collected on demand
1x 50 lt	Oil filter Container	collected on demand
1x7.65 cu m	Skip for swill waste	collected on demand
1x7.65 cu m	Skip for general waste	collected on demand

6.4 Main Pier

Capacity for waste reception can be increased at short notice to facilitate additional or exceptional quantities of waste

7. LOCATION AND EASE OF USE

7.1 Purpose

Dingle Harbour will strive to provide facilities which, so far as reasonably practical, avoid disincentives towards their use.

8. GIVING EFFECTIVE INFORMATION TO USERS

8.1 Purpose

As with the consultation exercise, to ensure that all mariners are aware of the location, cost and procedures for using the facilities, and also of the consultation arrangements for future development of adequate facilities within the port.

The following system will apply to Vessels Required to provide advance notice of arrival. Twenty four hours prior to arrival the vessel will be instructed by the agent to complete the Schedule (Waste) checklist.

Following the completion of the Schedule 2 (Waste) Checklist, the Harbour Master will liaise with the nominated waste contractor. Harbour employees will collect the waste from the vessel by vehicle/truck, using colour coded carrier bags to ensure segregation of the waste and a system of "luggage tags" identify the vessel.

The system will be publicised through the agents and all parts of the waste management chain will have copies of this plan and an accompanying Contact Directory (with an amendment and update procedure).

9 TYPE OF WASTE

The waste requiring collection at Dingle consists of Galley Waste, Engine Oils, filters, Oily rags, net and damaged or surplus maintenance equipment (scrap steel/iron etc).

10. DUTY OF CARE/WASTE TRANSFER/WASTE DISPOSAL.

10.1 Vessels landing waste will ensure waste is properly bagged and labelled.

10.2 A receipt naming the landing vessel and detailing and quantifying waste landed will be issued by person accepting waste on behalf of DAFM. Waste will be stored for collection by licenced contractor and a receipt for collection and a receipt from disposal site will be provided by the contractor. Records will be maintained of quantities landed and disposed of by the Harbour Master.

CONTACT DIRECTORY

Users, contractors, regulators, Government agencies

Captain Nigel Collins
Harbour Master
Dingle
Co Kerry *Tel: 066 9151629*

Mr. Kevin Moriarty,
Sea Fisheries Administration Division,
Dept of Agriculture, Food and the Marine,
Building C,
West Cork Technology Park,
Clonakilty, Co. Cork. *Ph: 023-8859503 Fax: 023 8821780*

Mr. Mick Boyce, Senior Exec. Engineer,
Kerry County Council,
Environmental Section,
Tralee, Co Kerry *Tel: 066 7162008*

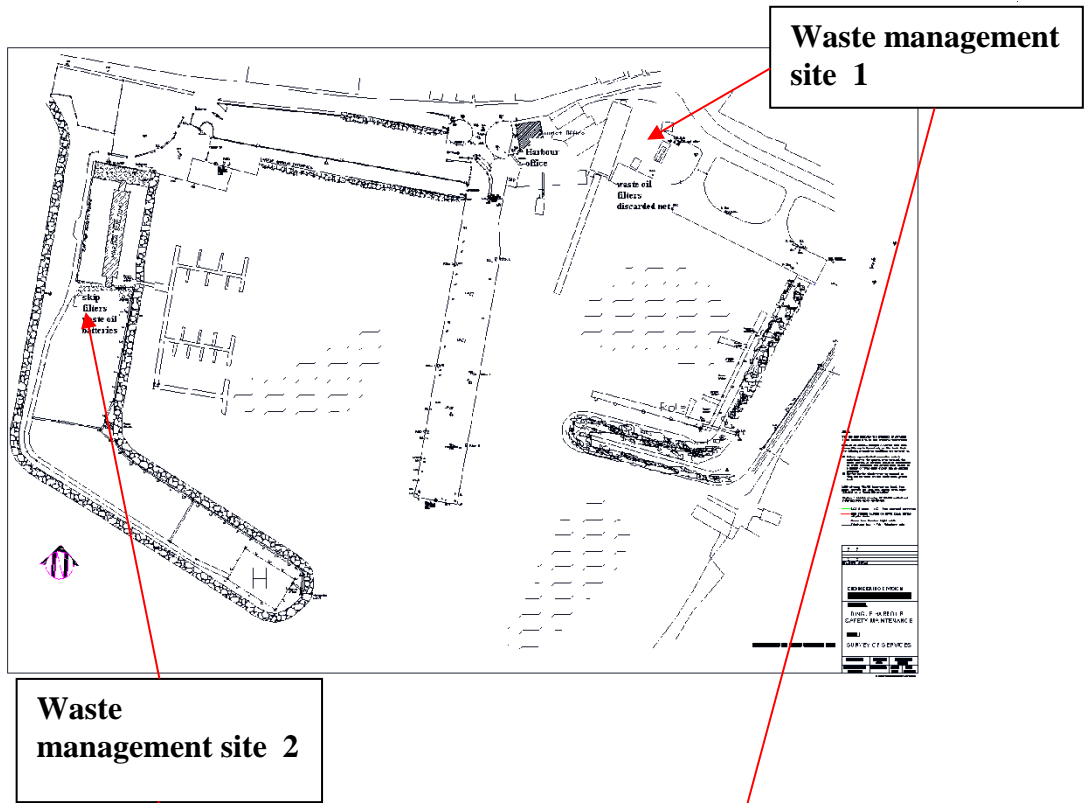
Environmental Protection Agency
P.O. Box 3000,
Johnstone Castle Estate,
Co Wexford *Lo Call: 1890 335 599 Tel: 053-9160600*

Superintending Veterinary Inspector,
The Dept. of Agriculture, Food and the Marine,
District Veterinary Office,
Government buildings,
Spa Road,
Tralee, Co Kerry. *Tel: 066 7145052*

Maritime Services Division,
Department of Transport, Tourism and Sport,
Leeson Lane, Dublin 2
Tel: 01 6783422/6783461

Sarah Mulreany
Greenstar Tel: 018649701

Harbour Plan (not to scale)



SCHEDULE 1

Regulation 8

European Communities (Port Reception Facilities for Ship Generated Waste and Cargo Residues) Regulations 2003.

AND

Directive No. 2000/59/EC of the European Parliament and of the Council

ANNEX II OF DIRECTIVE

INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO

THE PORT OF _____
Port of destination as referred to in
Article 6 of Directive 2000/59/EC

1. Name, call sign and, where appropriate, IMO identification number of the ship:

2. Flag State:

3. Estimated time of arrival (ETA):

4. Estimated time of departure (ETD):

5. Previous port of call:

6. Next port of call:

7. Last port and date where ship-generated waste was delivered:

8. Are you delivering ⁽¹⁾
all **some** **none**

of your waste into the waste reception facilities?

9. Type and amount of waste and residues to be delivered and/or remaining on board, and percentage of maximum storage capacity:

⁽¹⁾ Tick appropriate box.

Note: If delivering all waste, complete second column as appropriate.

If delivering some or no waste, complete all columns.

Type	Waste to be delivered m ³	Maximum dedicated storage capacity m ³	Amount of waste retained on board	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call m ³
1. Waste oils					
Sludge					
Bilge water					
Others (specify)					
2. Garbage					
Food waste					
Plastic					
Other					
3. Cargo-associated waste ⁽²⁾ (specify)					

⁽²⁾ May be estimates.

Type	Waste to be delivered m ³	Maximum dedicated storage capacity m ³	Amount of waste retained on board	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call m ³
4. Cargo residues (²) (specify)					

Notes:

- 1. This information may be used for Port State Control and other inspection purposes.**
- 2. Member States will determine which bodies will receive copies of this notification.**

This form shall be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000/59/EI confirm that:

- (a) the above details are accurate and correct, and**
- (b) there is sufficient dedicated onboard capacity on our ship to store all waste generated between notification and the next port at which waste will be delivered.**

Date _____

Time _____

Signature _____



⁽²⁾ May be estimates.

FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES¹

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 Number²:** _____
- 1.5 **Gross tonnage:** _____
- 1.6 **Port of registry:** _____
- 1.7 **Flag State³:** _____
- 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)

¹ This format was approved by MEPC 53.

² In accordance with the *IMO ship identification number scheme*, adopted by the Organization by Assembly resolution A.1078(28).

³ The name of the State whose flag the ship is entitled to fly.

3 INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge (m ³)	Amount <u>not</u> accepted (m ³)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I-related Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify)			
MARPOL Annex II-related Category of NLS⁴ residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Sewage			
MARPOL Annex V-related Type of garbage:			
A. Plastics			
B. Food wastes			
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Cargo residues			
H. Animal carcass(es)			
I. Fishing gear			
MARPOL Annex VI-related Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

⁴ Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.

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)

DOCUMENT CONTROL PROCEDURES

DINGLE FHC has responsibility for control of the Dingle Fishery Harbour Centre Waste Management Plan and subsequent reviews to ensure the waste plan is suitable for harbour activities and traffic. Review of the plan will take place every 3 years as per statutory obligations.

Please acknowledge receipt of amendment notification by signing and dating as appropriate and returning to Dingle FHC.

Issue No:		Received By:		Date:	
Copy Number:					
Details of Amendments:					
New Edition July 2010					
Date	Remove Page	Insert Page	Inserted By	Date	
28/8/09	A series of amendments inserted to organisational titles to take into account harbours change to FHC under DAFF				
28/8/09	Page 10, 6.5 insert new contacts Fax 353669152546 <i>e-mail</i> brian.farrell@agriculture.gov.ie				
28/8/09	Page 12 insert new Harbour Office fax no 066-9152546				
16/09/09	Page 17, Insert new contact details for DOT				
July 10	Legislative summary updated				
June 2013	Legislative summary updated, plan amended by local competent authority				
January 2017	Legislative summary updated, plan amended by local competent authority				