

**Port Waste Management Plan
Port of Maceio**



This Port Waste Management Plan (PWMP) has been developed by the port Authority of Maceio, in consultation with the other relevant private and public stakeholders.

The PWMP is approved by the State Environmental Agency (IMA), based on an evaluation of the other competent authorities involved (such as the Sanitary Agency (ANVISA), Ministry of Ports and Airport, ANTAQ, and the transport and customs department).

It should be noted that currently there is no national regulation demanding the evaluation/approval of the PWMP. The State Environmental Agency (IMA) does not require information about the waste received from ships from the port. The responsibility of this information falls on the companies that provide waste removal services from ships.

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1. Introduction

This port waste management plan (PWMP) has been developed in the context of measures to improve the adequacy of port reception facilities (PRF) in the port of Maceio.

Waste is normally generated onboard ships during their journey and at the port. After unloading cargo, some residues may remain. It is therefore important that there is the ability to deliver ship-generated waste and cargo residues (also washing waters containing cargo residues) at ports of call, to avoid that the waste is (illegally) discharged into the sea.

Seaports in Brazil are recommended to develop and implement a waste management plan assessing the needs for port reception facilities for ship-generated waste and cargo residues from seagoing ships normally visiting the port. The PWMP should identify possible needs for PRFs and ensure that the needs of the ships are being met.

This PWMP for the port of Maceio provides a comprehensive overview of all information regarding the delivery of waste from ships, including a reference to the applicable regulatory framework, the processes and procedures for the delivery and collection of the

waste, the types of waste collected, an overview of existing PRFs and an assessment of the need for reception facilities.

Scope:

This PWMP is applicable to the following ships:

- vessels operating in the marine environment
- merchant shipping, passenger/cruise ships
- international shipping
- domestic shipping
- ships engaged in port services (such as bunkering activities, cargo-handling, dredging, mooring, pilotage, towing, etc.)

that are operating within the juridical boundaries of the port, incl. its anchorages and private terminals.

2. General information of the port

Port name: Porto de Maceió

UN/Locode: BRMCZ

Location: City of Maceió, State of Alagoas



Figura 2 – Localização do Porto de Maceió
Fonte: TPF Engenharia

Geographical coordinates:

- Latitude: -9,6739909°
- Longitude: -35,7210871°

Status of the port: controlled by a public Port Authority (landlord), linked to Companhia Docas do Rio Grande do Norte (CODERN), that is linked to the Federal Government (Ministry of Ports and Airports).

Port area/jurisdiction:



Commercial activities (turnover, types of cargo/ships, number of vessels calling, etc.):

- Total cargo throughput in 2023: 2,64 million tons, with 160 port calls.
- Main types of cargo handled: sugar, salt, oil, copper, fertilizers, and cement.

The port is accessed inland by BR-104 and BR-116 highways that connect to BR-101 and AL-101 South. There is no ferrying connection at the port. The waterway access channel is approximately 1,000 meters in length, 120 meters wide and a draught of 11.0 meters. There are 7 operational cradles, forming a dock with a total length of 1,794 meters, that can serve maximum operational vessels of 60,000 TPB and 330 meters length.

The types of cargo operated at the cradles are:

- Cradle 1 – Small ships with maximum 100 meters length
- Cradle 2 – Fertilizers and cereals + passengers
- Cradle 3 - Fertilizers and cereals + passengers
- Cradle 4 – Salt, sulfur, lime and cement
- Cradle 5 - Sugar
- Cradle 6 – Liquid, fuel and chemical bulk
- Cradle 7 – Non-operating

In 2023 docked at the port 160 cargo ships. From the total cargo handled in 2023, sugar accounted for 50%, salt for 20%, and petroleum and derivatives, fuel and chemical bulk for about 15%.

In 2024, 123 cargo ships docked at the port. From the total cargo, sugar accounted for 42%, salt for 24%, and petroleum and derivatives and fuel for about 16%.

The passenger terminal received 12 ships in 2023. The amount of 6,409 passengers boarded and 3.900 passengers landed from the ships during that year.

In 2024, the passenger terminal received 17 ships, and 4,658 passengers boarded and 4.695 passengers landed from the ships during that year.

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3. Legal framework

3.1 International

The International Convention for the Prevention of Pollution from Ships of 1973 and its 1978 Protocol (MARPOL) seek to regulate and reduce pollution from seagoing ships at sea. MARPOL contains 6 specific annexes.

MARPOL distinguishes the following categories of wastes and residues originating from seagoing ships: Annex I (oily), Annex II (noxious liquid cargo), Annex III (packaged hazardous products) Annex IV (sewage), Annex V (garbage) and Annex VI (ozone-depleting substances, residues from emission-reducing technologies).

It can be noted that MARPOL does not set any prescriptive standards for port reception facilities other than requiring that they are to be “adequate”, nor does MARPOL contain any requirements regarding the development of Port Waste Management Plans. However, the IMO has adopted several guidelines addressing and recommending the use of PWMPs. At least in the following IMO guidelines explicit reference is being made to PWMPs:

- *Consolidated guidance for port reception facilities providers and users* (MEPC.1/Circ.834/rev.1);
- *Guidelines for ensuring the adequacy of port waste reception facilities* (MEPC.83(44));
- *Guidelines for reception facilities under MARPOL Annex VI* (MEPC.199(62)).

3.2 National

- **Federal Law No 9,966 of April 28, 2000:** Provides for the prevention, control and inspection of pollution caused by the discharge of oil and other harmful or dangerous substances into waters under national jurisdiction and provides other measures.

Art. 5 Every organized port, port terminal and (...), must have adequate facilities or means for receiving and treating different types of waste and combating pollution,

observing the standards and criteria established by the competent environmental agency.

§ 3 The facilities or means intended for receiving and treating waste and combating pollution may be required from port terminals specialized in cargo other than oil and harmful or dangerous substances, (...), at the discretion of the competent environmental agency.

Art. 17. The discharge of oil, oily mixtures and waste in waters under national jurisdiction is prohibited, except in situations permitted by MARPOL 73/78, and if the ship, platform or similar is not within the limits of an ecologically sensitive area, and the discharge procedures are duly approved by the competent environmental agency.

- **Federal Law No 12,305 of August 2, 2010:** establishes the National Solid Waste Policy.

Art. 20. Must have a Solid Waste Management Plan (PGRS): ports, airports, road and rail terminals and border crossings in accordance with the regulations or standards established by National Environment System (SISNAMA) bodies.

Art. 21. Minimum content of Solid Waste Management Plans (PGRS):

Description of the business or activity.

- Diagnosis of solid waste generated or managed (origin, volume and characterization).
- Explanation of those responsible for each step of solid waste management.
- Definition of operational procedures related to solid waste management steps.
- Identification of cooperative or mutual solutions with other waste generators.
- Preventive and corrective actions for incorrect management or accidents.
- Goals and procedures related to minimizing solid waste generation.
- Actions related to shared responsibility for the life cycle of products.
- Measures to correct environmental liabilities related to solid waste.
- Frequency of its review.

Art. 24. The Solid Waste Management Plan is an integral part of the environmental licensing process.

Art. 47. The following forms of disposal or final destination of solid waste or tailings are prohibited: I - launching on beaches, in the sea or in any water bodies;

- **CONAMA Resolution No 5 of August 5, 1993:** provides for the management of solid waste generated in ports, airports, railway and road terminals.
 - Establishes a Classification of Solid Waste, with four groups:

- A - waste that presents a potential risk to public health and the environment due to the presence of biological agents.
 - B - waste that poses a potential risk to public health and the environment due to its chemical characteristics.
 - C - radioactive waste.
 - D - common waste.
 - Obligation for managing solid waste from generation to final disposal, meeting both environmental and public health requirements.
 - Port administrations must present a Solid Waste Management Plan for approval by the environmental and health agencies.
 - Solid Waste Management Plan must be required within the environmental licensing process.
- **ANVISA Resolution RDC No 661 of March 30, 2022:** Provides for Good Sanitary Practices in Solid Waste Management in the areas of Ports, Airports, Border Crossings and Customs Enclosures.
- Port companies must implement “Good Sanitary Practices in Solid Waste Management”: based on scientific, technical and regulatory criteria; procedures with the aim of minimizing risks and the generation of waste, and provide its safe and efficient disposal, protecting workers and preserving public health, natural resources, and the environment.
 - Classification of Solid Waste: Groups A, B, D, and E (Sharp or scarifying materials) - establishes guidelines for segregation, packaging, identification, collection and transportation, temporary storage, treatment, and final disposal. Group C must be managed in accordance with the criteria and requirements defined by the National Nuclear Energy Commission (CNEN).
 - Vessel generated waste: For the removal of solid waste from vessels to be authorized, ports must have procedures relating to collection, transportation, treatment and final disposal.
 - Solid Waste Management Plans (PGRS) of ports must comply with this Resolution.
- **ANVISA Regulation No 72 of December 29, 2009:** Provides for the Technical Regulation that aims to promote health in ports installed in the national territory, and vessels that transit through them.
- A vessel must have on board, among other things, documented information regarding the packaging, storage, collection, and final destination of its solid waste.
 - Authorization for the removal of solid waste from vessels in a port is subject to prior approval from the Sanitary Authority, which will therefore consider the procedures relating to the collection, packaging, transportation, intermediate storage, treatment, and final destination.

- Free Pratique: permission issued by the competent federal health surveillance agency for a vessel to load and unload travelers, cargo or supplies.
 - Certificate of Free Pratique (CLP): shall be required by vessels interested in port services such as discharge of solid waste or sewage.
- **ANVISA Regulation No 932 of October 10, 2024:** Provides for the execution of epidemiological surveillance activities in Ports and Airports.
 - The administrators of port complexes must ensure a safe environment for travelers, including the adequate services for the final disposal of solid or liquid waste.
 - In ports, the health measures to be implemented in response to a public health emergency of national or international concern may include the safe handling and transport of human waste.
- **Regulatory Instruction No. 39, of November 27, 2017:** Approve the operation of the International Agricultural Surveillance System - Vigiaagro, its rules and the technical, administrative and operational procedures for control and inspection carried out in international trade and transit operations of products of agricultural concern.
 - Ports authorized to import products of agricultural concern must have, in the primary zone of the national territory, qualified facilities for the treatment of solid waste that poses a sanitary, zoo-sanitary or phytosanitary risk.
 - In cases where the facilities of the port are managed by entities of the direct public administration, the Solid Waste Management Plan (PGRS) for products of agricultural concern will be the responsibility of the Ministry of Agriculture, Livestock and Supply (MAPA), respecting the competence of the other bodies and entities of the direct public administration.
- **Resolution ANTAQ No. 99, of May 31, 2023:** Regulates the provision of services for waste removal from vessels in public ports and authorized private terminals in waters under national jurisdiction.
 - Requirement of a Public Call for Port Authorities.
 - Authorization procedures and requirements.
 - Contracting and providing services.
 - Liability of Shipping Companies and Maritime Agencies.
 - Simplified procedures for small “registered” terminals.
 - Vessel Waste Removal Certificate (CRRE) & Waste Transport Manifest (MTR).
 - Port Reception Facility Database of Global Integrated Shipping Information System: Port
 - Facilities & Alleged Inadequacies.

- Infractions and penalties.

3.3 Local

Reference is to be made to the possible role of municipality (see above). However, in Maceio this is not yet the case.

4. **Definitions**

In this PWMP the following definitions are to be used:

- *Advance waste notification*: advance waste notification to be made by the captain in accordance with recommendations of the IMO Consolidated Guidelines for PRF users and providers (MEPC.1/Circ.834/Rev.1).
- *Arrangement for the delivery of waste*: agreement that is evidenced by a signed contract with a port or waste contractor and by waste delivery receipts.
- *Cargo residues*: 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.
- *Fishing vessel*: any ship equipped or used commercially for catching fish or other living resources from the sea.
- *MARPOL*: the International Convention for the Prevention of Pollution from Ships, in its up-to-date version.
- *Waste delivery receipt*: notification made by the port reception facility of the nature and quantities of waste collected from ships for an individual ship.
- *Oily waste (MARPOL Annex I)*: includes sludge, bilge water, ballast water and contaminated ballast and washing water originating from the cleaning of cargo holds and tanks.
- *Port*: 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.
- *Port reception facility*: any facility which is fixed, floating or mobile and capable of providing the service of receiving the waste from ships.
- *Recreational craft*: a ship of any type, with a hull length of 2,5 metres or more, regardless of the means of propulsion, intended for sports or leisure purposes, and not engaged in trade.
- *Seagoing vessel*: any seagoing vessel of any type operating in the marine environment, including fishing vessels, recreational craft, hydrofoil boats, air-cushion craft, submersibles and floating craft.
- *Shipping agent*: the person who acts on behalf of the shipping company or the captain of a seagoing vessel.
- *Ship's garbage*: 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.

- *Ship-generated waste*: all waste, including cargo residues, which is generated during the service of a ship or during loading, unloading and cleaning operations and which falls within the scope of Annexes I, II, IV, V and VI to MARPOL Convention.
- *Significant changes*: these may include structural changes in traffic to the port, the development of new infrastructure, changes in the demand and provision of port reception facilities, and new on-board treatment techniques.
- *Waste delivery receipt*: notification made by the port reception facility of the nature and quantities of waste collected from ships for an individual ship, in accordance with the recommendations in the IMO Consolidated guidance for PRF providers and users (MEPC.1/Circ.834/Rev.1)

5. Overview of available Port Reception Facilities

This section provides an overview of the available PRF active in the port of Maceio.

Name of the PRF	Type of waste collected
Compahia Alagoas Industrial - CINAL	Sewage (MARPOL Annex IV)
CLEAN SEA COLETA DE RESÍDUOS E TRANSPORTE LTDA	Sludge (MARPOL Annex I) Plastics (MARPOL Annex V) Food wastes (MARPOL Annex V) Domestic wastes (MARPOL Annex V) Cooking oil (MARPOL Annex V) Operational wastes (MARPOL Annex V)

The following more detailed information regarding these facilities can be found in the IMO Global Integrated Shipping Information System (GISIS):

- Information of the service provider (contact details etc.)
- Types of waste accepted
- Discharge restrictions/limitations
- Procedural information (Availability of the reception facility, minimum prior notice required (hours), charging system, additional information)

Link to the IMO GISIS PRF Database for the port of Maceio:

<https://gis.imo.org/Public/PRF/ViewFacilities.aspx?LOCODE=BRMCZ&wasteid=0>

Specific requirements are applicable to the following types of waste:

- Expired pyrotechnics: there have not yet been requests by ships to deliver this type of waste. Expired pyrotechnics are handled through controlled storage in controlled cells.
- Medical/hospital wastes: are to be incinerated.
- Other types of hazardous wastes: possible restrictions (e.g. radioactive)

6. Assessment of the need for Port Reception Facilities

To be able to make a proper assessment regarding the adequacy of existing PRF and the possible need for new facilities, it is necessary to collect information regarding the

amounts and types of waste collected. This information can be gathered from the following sources:

- Advance waste notification
- Certificates (Waste Delivery Receipt): to be provided by the PRF
- Data based on invoices for services delivered: to be provided by ship agents
- Port electronic information system
- Customs department

These data are to be included in yearly report, which is to be reported to ANTAQ, the Ministry of Environment, the federal environmental agency (IBAMA) and IMA.

The average amount of waste received from ships in the Port of Maceió is shown at the following table.

TYPE OF WASTE	AMOUNT RECEIVED IN 2023	AMOUNT RECEIVED IN 2024
A - PLASTICS	36m ³	73m ³
B - FOOD WASTE	58m ³	102m ³
C - DOMESTIC WASTES (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)	331m ³	567m ³
D - COOKING OIL	280 L	440 L
E - INCINERATOR ASH	3m ³	8m ³
F - OPERATIONAL WASTES	18m ³	42m ³
I - E-WASTE	2m ³	5m ³
L – MEDICINE	0,5 m ³	0,5 m ³
OILY RESIDUES (SLUDGE)	49m ³	173m ³
OILY BILGE WATER	23m ³	31m ³
SEAWAGE	80m ³	187m ³

The above data are to be compared with the amounts and types of waste that can be expected, taking into account possible changes in traffic, cargo turnover, number of passengers, etc.

The port of Maceio is not aware of any complaints regarding possible undue delays, nor is it aware of any reported alleged inadequacies in the IMO GISIS PRFD.

Therefore, there are no clear indications that the available PRFs are not adequate, and the needs of the ships calling the port of Maceio are not being met.

There are plans to develop a temporary storage area for waste generated by the port operations, that may also be used for the temporary storage of waste from certain types of ships.

7. Description of the procedures related to the delivery and collection of the waste

7.1 Advance waste notification (AWN)

All vessels using the port of Maceio must give advance notification of waste disposal. To that purpose the standard format in the Appendix 2 of the IMO Consolidated guidance for PRF providers and users (MEPC.1/Circ.834/Rev.1) is to be used (see Annex 1 to this PWMP).

The information in this format is to be provided electronically by the ship's agent into the port information system, at least 24 hours before the ship's arrival in the port of Maceio.

The information of the advance waste notification is used for the following purposes:

- Each AWN serves as a request for waste collection: timely advance waste notifications will allow the port authority to plan proper waste collection services. Prior to the AWN there is also an inquiry by the agent 7 days before the ship calls the port regarding the cost for the delivery of the waste.
- Enforcing authorities (such as the Customs Department and the Health authority ANVISA) can use the information of the AWN in order to select ships for inspection.
- The AWN also provides useful data to generate statistics on waste deliveries, which are useful in order to assess the adequacy of available PRFs, as well as the possible need for additional facilities or collection capacity.

7.2 Waste delivery receipt (WDR)

Upon delivery of the ship-generated waste, the operator of the port reception facility shall complete the waste delivery receipt and ensure that it is provided to the captain of the ship. To that purpose the standard format in the Appendix 3 of the IMO Consolidated guidance for PRF providers and users (MEPC.1/Circ.834/Rev.1) is to be used (see Annex 2 to this PWMP).

The information in this format is to be provided in three ways by the PRF:

- A paper copy to the Master of the ship
- A paper copy for the PRF
- Electronically directly into the port information system.

The information of the WDR is used by the port authority for statistical purposes to be included in the yearly report, and for enforcement purposes by ANVISA and the customs department.

Although there is no strict deadline, it is recommended that the WDR is issued by the PRF as soon as possible.

7.3 Fee system

In the port of Maceio, no indirect fee system is applied for the management of waste from ships. In case ships deliver waste only direct payments are to cover the cost for the services delivered by the PRF, and are based on the types and volumes of waste delivered.

8. Stakeholder consultation

The purpose of these consultations is to exchange accurate information and data on the procedures in the waste management plan on a port-by-port basis, compare the data on the quantities collected at each port and evaluate the cost recovery system on a port-by-port basis.

If necessary, these consultations may lead to amendments of the waste management plan. For new proposals involving changes to the waste management plan or its implementation, the meetings are joined, depending on the subject, by representatives of the associations of shipping agents at the respective ports, and/or representatives of the terminal operators. Substantial amendments to the waste management plan, in particular to the articles relating to port reception facilities, advance waste notification and waste delivery from ships, are always made after notification from the representatives of the shipping companies and the terminal operators.

Consultation between the Port of Maceio authority, relevant private and public stakeholders, inspection services and representatives of the port reception facilities takes place at least once per year. When deemed relevant, this consultation is joined by representatives of the shipping companies and the terminal operators.

9. Reporting of alleged inadequacies

For complaints regarding an alleged inadequacy at a port reception facility, the form in the consolidated guidelines can be used.

The form has been drawn up in accordance with the model in Appendix 1 (“Format for reporting alleged inadequacies of port reception facilities”) of the ‘Consolidated guidance for port reception facility providers and users’ (IMO MEPC.1/Circ.834/Rev.1) (see Annex 3 to this PWMP).

The captain of a ship that encounters difficulties in delivering ship-generated waste must submit the completed form, along with all supporting evidence, to:

- its Flag State
- the Port of Maceio Authority

It is preferable that a report of an alleged inadequacy is submitted to the Port of Maceio as soon as possible. The Port of Maceio will investigate the reporting and will inform the port user (ship/agent) as soon as possible about the outcome of the investigation. The Port of Maceio will also inform ANVISA, the customs department and ANTAQ.

10. Record keeping

It is important for the port authority to keep record of all relevant documentation related to the delivery, collection and treatment of the waste from ships. Based on this information, statistics can be drawn up which enable the port authority to tailor the waste management to the requirements of the port users in order to ensure sufficient capacity of reception facilities.

The most relevant documents to be collected, analyzed and evaluated are:

- notification forms from vessels;
- waste delivery receipts;
- information regarding reporting alleged inadequacies of PRF.

The port authority will keep copies of the above-mentioned documents for a minimum of two years. Furthermore, the data will be forwarded (or at least kept available) for statistical purposes to the environmental and/or maritime authorities, on their specific request.

Resolution ANTAQ No. 99, of May 31, 2023 provides that the port should keep the record of waste removal operations carried out in the last sixty months, aiming at the supervision of ANTAQ and other competent authorities.

11. Exemptions

The following types of vessels are exempt from the requirement of advance waste notification:

- Offshore support vessels that sail less than 24 hours
- Vessels that are requested in case of accident/emergency

Other possible exemptions will be assessed during the implementation of the PWMP, considering that exemptions can also be applied through changes in the scope of the PWMP.

12. Monitoring and enforcement

Effective monitoring of the PWMP is essential to ensure that the plan is properly implemented and that the PRFs are operating as required. The purpose of monitoring will be to ensure the functioning of the whole ship waste management system in practice, in accordance with the approved PWMP.

In the port of Maceio, the following authorities are responsible for inspection/enforcement activities:

- Ships: Port State Control
- PRF (waste collection and downstream waste management):
 - o ANVISA
 - o Port of Maceio Authority
 - o Harbour Master
 - o ANTAQ

ANNEXES

Annex 1: Standard format of the advance notification form for waste delivery to port reception facilities

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the Delivery of Wastes/Residues to: (enter name of port or terminal)
The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.
This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

DELIVERY FROM SHIPS (ANF)

1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:
1.2 IMO number:	1.6 Distinctive number or letters:
1.3 Gross tonnage:	1.7 Flag State:
1.4 Type of ship: ☐ Oil tanker ☐ Chemical tanker ☐ Bulk carrier ☐ Container ☐ Other cargo ship ☐ Passenger ship ☐ Ro-ro ☐ Other (specify)	

2. PORT AND VOYAGE PARTICULARS

2.1 Location/Terminal name and POC:	2.6 Last Port where wastes/residues were 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 (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

3. TYPE AND AMOUNT OF WASTES/RESIDUES FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m ³)	MARPOL Annex V – Garbage	Quantity (m ³)
Oily bilge water		A. Plastics	
Oily residues (sludge)		B. Food wastes	
Oily tank washings		C. Domestic wastes	
Dirty ballast water		D. Cooking oil	
Scale and sludge from tank cleaning		E. Incinerator ashes	
Other (please specify)		F. Operational wastes	
MARPOL Annex II – NLS	Quantity (m³) /Name¹	G. Animal carcasses	
Category X substance		H. Fishing gear	
Category Y substance		I. E-waste	
Category Z substance		J. Cargo residues (non-HME) ²	
OS – other substances		K. Cargo residues (HME) ²	
MARPOL Annex IV – Sewage	Quantity (m³)	MARPOL Annex VI – Air pollution	Quantity (m³)
		Ozone-depleting substances and equipment containing such substances	
		Exhaust gas-cleaning residues	

¹ Indicate the proper shipping name of the NLS involved.

² Indicate the proper shipping name of the dry cargo.

Name of ship:	IMO Number:
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Please state below the approximate amount of wastes/residues remaining on board and the percentage of maximum storage capacity. If delivering all wastes/residues on board at this port please strike through this table and tick the box below. If delivering some or no waste/residue, please complete all columns.

I confirm that I am delivering all the wastes/residues held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity (m ³)	Amount of wastes/residues retained on board (m ³)	Port at which remaining wastes/residues will be delivered (if known)	Estimate amount of wastes/residues 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				
Scale and sludge from tank cleaning				
Other (please specify)				
MARPOL Annex II – NLS³				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
MARPOL Annex IV – Sewage				
Sewage				
MARPOL Annex V – Garbage				
A. Plastics				
B. Food wastes				
C. Domestic wastes				
D. Cooking oil				
E. Incinerator ashes				
F. Operational wastes				
G. Animal carcasses				
H. Fishing gear				
I. E-waste				
J. Cargo residues (non-HME) ⁴				
K. Cargo residues (HME) ⁴				
MARPOL Annex VI – Air pollution				
Ozone-depleting substances and equipment containing such substances				
Exhaust gas-cleaning residues				

Date: Name and Position:

Time: Signature:

³ Indicate the proper shipping name of the NLS involved.

⁴ Indicate the proper shipping name of the dry cargo.

Annex 2: Standard format for the waste delivery receipt

STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered wastes/residues.

This form shall be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

1. RECEPTION FACILITY AND PORT PARTICULARS

1.1 Location/Terminal name:	
1.2 Reception facility provider(s)	
1.3 Treatment facility provider(s) – if different from above:	
1.4 Waste/residue Discharge Date and Time from:	to

2. SHIP PARTICULARS

2.1 Name of ship:	2.5 Owner or operator:
2.2 IMO number:	2.6 Distinctive number or letters:
2.3 Gross tonnage:	2.7 Flag State:
2.4 Type of ship: ☐ Oil tanker ☐ Chemical tanker ☐ Bulk carrier ☐ Container ☐ Other cargo ship ☐ Passenger ship ☐ Ro-ro ☐ Other (specify)	

3. TYPE AND AMOUNT OF WASTES/RESIDUES RECEIVED

MARPOL Annex I – Oil	Quantity (m ³)	MARPOL Annex V – Garbage	Quantity (m ³)
Oily bilge water		A. Plastics	
Oily residues (sludge)		B. Food wastes	
Oily tank washings		C. Domestic wastes	
Dirty ballast water		D. Cooking oil	
Scale and sludge from tank cleaning		E. Incinerator ashes	
Other (please specify)		F. Operational wastes	
MARPOL Annex II – NLS	Quantity (m³)/Name¹	G. Animal carcasses	
Category X substance		H. Fishing gear	
Category Y substance		I. E-waste	
Category Z substance		J. Cargo residues (non-HME) ²	
OS – other substance		K. Cargo residues (HME) ²	
MARPOL Annex IV – Sewage	Quantity (m³)	MARPOL Annex VI – related	Quantity (m³)
		Ozone-depleting substances and equipment containing such substances	
		Exhaust gas-cleaning residues	

On behalf of the port facility I confirm that the above wastes/residues were delivered.

Signature: Full Name and Company Stamp:

¹ Indicate the proper shipping name of the NLS involved.

² Indicate the proper shipping name of the dry cargo.

Annex 3: Format for reporting alleged inadequacies of port reception facilities

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.1117(30).

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

3 INADEQUACY OF FACILITIES

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

Type of wastes/residues	Amount for discharge (m³)	Amount <u>not</u> accepted (m³)	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 Ships 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			
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 ⁴ 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			
A. Plastics			
B. Food wastes			
C. Domestic wastes			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Animal carcasses			
H. Fishing gear			
I. E-waste			
J. Cargo residues (non-HME) ⁵			
K. Cargo residues (HME) ⁵			
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.

⁵ Indicate the proper shipping name of the dry cargo.

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 ship'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)