

**Port Waste Management Plan
Port of Kingston**



This Port Waste Management Plan (PWMP) has been developed by the Maritime Authority of Jamaica, in consultation with the other relevant private stakeholders and the public stakeholders represented in the national MARPOL committee.

The implementation of the PWMP is a responsibility for the Port Authority of Jamaica, in collaboration with other relevant agencies.

This plan is reviewed and approved by the National MARPOL Committee, which is chaired by the Maritime Authority of Jamaica and includes all relevant stakeholders.

Overview of stakeholders:

Port Authority of Jamaica:

Address: 15-17 Duke Street, Kingston, Jamaica W.I

Email: paj@portjam.com

Phone: (+876) 922-0290-8

Maritime Authority of Jamaica:

Address: Office Centre building, 12 Ocean Boulevard, Kingston

Email: maj@jamaicaships.com

Phone: (+876) 967-1060-7

Ministry of Agriculture, Fisheries and Mining

Address: 6 Hope Gardens, Kingston

Email: vsd@moa.gov.jm

Phone: [\(876\) 927-1731](tel:(876)927-1731)

National Solid Waste Management Authority

Address: 61 Half Way Tree Road, Kingston

Email: mpmcommercial@nswma.gov.jm

Phone: [\(876\) 960-4511](tel:(876)960-4511)

National Environment and Planning Agency

Address: 10-11 Caledonia Ave, Kingston 5

Email: RNelson@nepa.gov.jm

Phone: [\(876\) 754-7540](tel:(876)754-7540)

1. Introduction

This port waste management plan (PWMP) has been developed within the context of measures to improve the adequacy of PRFs in the port of Kingston.

Waste is normally generated onboard ships during their journey and at the port. Also, after unloading cargo, some residues may remain. It is therefore important that there is the possibility to deliver waste generated by the normal operation of a ship at ports of call, to avoid that the waste is (illegally) discharged into the sea.

Seaports in Jamaica 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 provides a comprehensive overview of information related to 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 types of ships calling to the port of Kingston, including its anchorages:

- merchant ships;
- fishing vessels;
- recreational craft; and
- passenger/cruise ships.

This PWMP does not apply to ships that are exclusively engaged in port services such as bunkering activities, cargo-handling, dredging, mooring, towing, etc., on condition that they have an arrangement in place for the delivery of their waste.

2. General information of the port

The port of Kingston is a landlord port. Its juridical boundaries are visualised in the following map:



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

The total transshipment and domestic cargo handled at the Port of Kingston in 2024 was 23,472,522 metric tonnes.

The total liquid handled at Kingston Suffrance Wharves in 2024 was 1,388,302 tonnes with 1,375,631 tonnes being discharged and 12,671 tonnes being loaded.

A total of 749,894 tonnes dry cargo bulk was handled at Kingston Suffrance Wharves with 493,057 tonnes being discharged and 256,837 tonnes being loaded.

In 2024 there was a total of 1,358,783 containers handled at Kingston Freeport Terminal LTD with 1,185,633 being transshipment, 150,218 domestic and 22,932 being restow.

At Kingston Wharves LTD, there was a total of 136,180 TEU containers handled with 86,088 TEU being transshipment, 46,520 TEU domestic and 3,572 TEU being restow.

The person responsible for the implementation of the PWMP:

Harbour Master

Contact details: Capt. Sydney Innis (sinnis@portjam.com)

Person to be contacted in case of emergency related to waste handling:

Internally (PRF): Port Facility Safety Officer

Externally: Maritime Authority of Jamaica

Contact details: safety@jamaicaship.com

3. Legal framework

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).

Impact of Special Areas

Due to specific oceanographic, ecological and traffic characteristics of some sea areas, MARPOL defines certain sea areas as Special Areas (for MARPOL Annexes I, II, IV and V) and Emission Control Areas (for MARPOL Annex VI), in which the application of stricter measures for the protection of sea pollution is required.

Under MARPOL, these special areas are provided with a higher level of protection than other areas of the sea. As the discharge criteria for wastes from ships are stricter in Special Areas, ships sailing in those areas might not meet these criteria and therefore be required to deliver their wastes to a PRF.

Since 1 May 2011 the Wider Caribbean region including the Gulf of Mexico and the Caribbean Sea is a Special Area for MARPOL Annex V. As Jamaica borders this Special Area, specific attention should go to the availability and adequacy of the PRFs.

Regional reception facilities approach

According to the 2012 IMO Guidelines for the development of a regional reception facilities plan (Resolution MEPC.221(63)) Member States in specific geographic regions of the world can develop a Regional Reception Facilities Plan (RRFP). This regional plan assists to develop appropriate and effective regional port reception facilities' arrangements that meet the needs of international ships calling at ports and terminals within an identified geographical region. The limited capacity of many Small Island Developing States (SIDS) of the Wider Caribbean Region to properly process waste streams generated on their islands, is a specific point of attention.

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)).

National

National legislation incorporating the MARPOL Convention is being finalised.

4. Definitions

In this PWMP the following definitions are to be used:

- Advance waste notification: advance waste notification made by the captain in accordance with the recommendations and standard format in the Appendix 2 of the IMO Consolidated guidance for PRF providers and users (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.
- 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.
- Ships exclusively engaged in port services: specialized vessels operating only within the port area.
- 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 PRF

Overview of PRFs that are currently available in the port of Kingston:

Service provider	Types of waste collected
RYCO Ja Initial Trading RE3 Recovery Services Dormaine Trucking	Oily residues (sludge) Oily bilge water Oily tank washings (slops)
National Solid Waste Management Authority (NSWMA)	MARPOL Annex V waste and domestic waste

An updated overview of available PRFs in the port of Kingston, including more detailed information (contact details, availability of the PRF, minimum prior notice, etc.), can be found in the IMO GISIS Port Reception Facilities Database:

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

Some waste types are subject to specific requirements. These are listed in the Appendix 1 to this PWMP.

6. Assessment of the need for PRF

To be able to make a proper assessment regarding the adequacy of existing PRFs 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: information available within the Ministry of Health and Wellness
- Waste Delivery Receipts provided by the PRF: information available within the Ministry of Health and Wellness

Table 1: Type and quantity of Annex V waste approved for discharge at the Port of Kingston in 2023

MONTH	NO. OF APPROVALS	PLASTICS (m ³)	DOMESTIC WASTES (m ³)	OPERATIONAL WASTES (oily rags only) (m ³)	INCINERATOR ASHES (m ³)
JANUARY	30	59.7	44.5	17.42	0.6
FEBRUARY	28	58	44.74	9.3	2.52
MARCH	25	54.7	50.33	9.3	1.18
APRIL	25	54.7	50.33	9.3	1.118
MAY	35	68.38	51.00	19.44	3.48
JUNE	34	67.05	55.04	21.84	3.26
JULY	32	99.56	86.99	21.78	5.17
AUGUST	42	48.76	42.60	19.19	1.25

SEPTEMBER	24	50.30	42.85	17.33	2.17
OCTOBER	22	39.95	31.26	13.73	0.93
NOVEMBER	22	39.95	31.26	13.73	0.93
DECEMBER	24	43.10	41.10	19.9	1.36
TOTAL	343	684.15	572	192.26	29.368

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. This comparison is to be done on a yearly basis.

Also, the impact of the Special Area for MARPOL Annex V in the Wider Caribbean region including the Gulf of Mexico and the Caribbean Sea should be considered.

The Maritime Authority of Jamaica is not aware of any complaints regarding possible undue delays caused by delivering waste from ships to PRFs in the port of Kingston, nor is it aware of any recently reported alleged inadequacies in the IMO GISIS PRFD.

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

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 Kingston 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) as adapted for Jamaica is to be used (see Appendix 2 to this PWMP).

The information in this format is to be forwarded by email by the ship's agent to the Ministry of Health and Wellness (porthealthne3@yahoo.com) with copy to the National MARPOL Committee (legal@jamaicaships.com), at least 24 hours before the ship's arrival in the port of Kingston.

All advance waste notifications are reviewed by the Port Health Officer acting on behalf of the Medical Officer (Health) . When the ship arrives in the port of Kingston, the Port Health Officer will visit the ship in order to verify the waste delivery operations.

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.
- Enforcing authorities (such as Port State Control) can use the information of the AWN in order to select ships for inspection.

- Awn also provide 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.

In case the Awn is not forwarded timely (less than 24 hours before calling the port), the ship risks not receiving approval for waste delivery operations.

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 Appendix 3 to this PWMP).

The information in this format is to be forwarded by email by the PRF to the Ministry of Health and Wellness (porthealthne3@yahoo.com), without undue delay.

The PRF will also provide a paper copy of the WDR to the Master of the ship.

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 level of adequacy of the available reception facilities. The evaluation of the level of adequacy is to be discussed at the National MARPOL Committee.

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 sections relating to port reception facilities, advance waste notification and waste delivery from ships, require consultations with the representatives of the shipping companies and the terminal operators.

Consultation between the Maritime Authority of Jamaica and relevant other regulatory bodies takes place at least twice per year. Once per year, this consultation is joined by representatives of private stakeholders such as the shipping companies, representatives of the port reception facilities and the terminal operators.

9. Reporting of alleged inadequacies

For complaints regarding an alleged inadequacy at a port reception facility in the port of Kingston, the form in the Appendix 1 of the IMO Consolidated guidance for PRF providers and users (MEPC.1/Circ.834/Rev.1) is to be used (see Appendix 4 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; and
- Maritime Authority of Jamaica.

It is preferable that a report of an alleged inadequacy is submitted to the Maritime Authority of Jamaica as soon as possible. The Maritime Authority of Jamaica engages itself to investigate the reporting and will inform the port user (ship/agent) as soon as possible about the findings of the investigation.

10. Record keeping

It is important for the Ministry of Health and Wellness 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, analysed and evaluated are:

- Advance waste notification forms from vessels;
- Waste delivery receipts provided by PRFs;

It is advised that the Maritime Authority of Jamaica keeps copies of the above-mentioned documents for a minimum of 2 years. Furthermore, the data may be forwarded (or at least kept available) for statistical purposes to the environmental and port authority. The MAJ will also manage Information regarding reporting alleged inadequacies of PRF.

11. Exemptions

Ships that are exclusively engaged in port services (such as bunkering activities, cargo-handling, dredging, towing, etc.) may be exempt from the requirements of this PWMP, on condition that they have an arrangement in place for the delivery of their waste.

An arrangement for the delivery of waste is to be considered an agreement that is evidenced by a signed contract with a port or waste contractor and by waste delivery receipts.

Experiences with the implementation of this PWMP may learn whether other types of traffic may be the subject of similar exemptions.

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 Kingston, the following authorities are responsible for inspection/enforcement activities:

- Ships:
 - Port State Control
 - Customs Officers

- Port Health and Quarantine Officers (Ministry of Health and Wellness)
 - Ministry of Agriculture, Fisheries and Mining
- PRF (waste collection & downstream waste management):
 - National Solid Waste Management Authority
 - Ministry of Health and Wellness
 - Ministry of Agriculture, Fisheries and Mining
 - National Environment and Planning Agency

Appendix 1 to the PWMP – Waste types subject to specific requirements

It should be noted that for the following waste types, specific requirements are applicable in the port of Kingston:

- Food waste from international shipping: not accepted.
- Medical waste: not accepted
- Paint waste: not accepted
- Rust: not accepted
- (Untreated) wooden pallets: not accepted



APPENDIX 1

ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the Delivery of Waste 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 shall be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB

DELIVERY FROM SHIPS

1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:	Agent:
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 Next Port and Country (if known):
2.2 Place of discharge Berth ☐ Anchorage ☐	2.7 Last Port where waste was delivered:
2.3 Arrival Date and Time:	2.8 Date of Last Delivery:
2.4 Departure Date and Time:	2.9 Next Port of delivery (if known):
2.5 Last Port and Country:	2.10 Person submitting this form is (if other than the master):

3. TYPE AND AMOUNT OF WASTE FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity in Cubic Metres		MARPOL Annex V – Garbage	Quantity	
				Cubic Metres	Number of Bags
Oily bilge water			Plastics		
Oily residues (sludge)			Domestic Waste (e.g. Paper, products, rags, glass, metal, bottles, crockery, etc.)		
Oily tank washings			Cooking oil		
Dirty ballast water			Incinerator ashes		
Scale and sludge from tank cleaning			Operational wastes		
Other (please specify)			Cargo residues		
Prohibited Waste	YES	NO	Animal carcass(es)		
Food Waste			Fishing gear		
Medical Waste					
Rust					
Paint					

Wooden Pallets		
Ash not being the residue of incineration of Annex V Waste		

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

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

Type	Maximum dedicated storage capacity m ³	Amount of waste retained on board m ³	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call m ³
MARPOL Annex I – Oil				
Oily bilge water				
Oily residues (sludges)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				
MARPOL Annex V – Garbage				
Plastics				
Domestic Wastes (e.g. Paper, products, rags, glass, metal, bottles, crockery, etc.)				
Cooking oil				
Incinerator ashes				
Operational wastes				
Cargo residues				
Animal carcass(es)				
Fishing gear				

Date:

Name and Position:

Time:

Signature:

4. WASTE CONTRACTOR AND END USER'S PARTICULARS

4.1 Name of Waste Contractor:	4.3 Name of End User:
4.2 Permit No.	4.4 Permit No.
4.5 Type of Equipment: ☐ Tank Wagon ☐ Barge ☐ Other (Please state).....	
4.6 For vessels at anchorage, please state name of vessel collecting waste: _____	

APPENDIX 2

WASTE DELIVERY RECEIPT FOLLOWING A SHIP'S USE OF PORT RECEPTION FACILITIES

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

This form should be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB

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 Discharge Date and Time from:	to

QUARANTINE OFFICER'S REMARKS:

Date and time:

Name and Signature:

2. SHIP PARTICULARS

2.1 Name of ship:	2.5 Owner or operator:	Agent
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)		

Date and time:

Master's Signature:

3. TYPE AND AMOUNT OF WASTE RECEIVED FROM VESSEL

MARPOL Annex I – Oil	Quantity in Cubic Metres	MARPOL Annex V – Garbage	Quantity	
			Cubic Metres	Number of Bags
Oily bilge water		Plastics		
Oily residues (sludge)		Domestic Waste e.g Paper products, rags, glass, metal, bottles, crockery, etc.		
Oily tank washings		Cooking oil		
Dirty ballast water		Incinerator ashes		
Scale and sludge from tank cleaning		Operational wastes		
Other (please specify)		Cargo residues		
		Animal carcass(es)		

Fishing gear		
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Date and time:

Permit No:

Equipment Used:

Waste Contractor's Signature

4. TYPE AND AMOUNT OF WASTE RECEIVED FROM WASTE CONTRACTOR

MARPOL Annex I – Oil	Quantity in Cubic Metres
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	

MARPOL Annex V – Garbage	Quantity	
	Cubic Metres	Number of Bags
Plastics		
Domestic Waste e.g Paper products, rags, glass, metal, bottles, crockery, etc.		
Cooking oil		
Incinerator ashes		
Operational waste		
Cargo Residues		
Animal carcass(es)		
Fishing gear		

Date and time:

Permit No:

Equipment Used:

End User's Signature