

Galway Harbour Port Waste Reception Facilities Plan

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The following Personnel/Organisations hold read only electronic copies of this document.

HOLDER	COPY NO.
The Harbour Master, Galway Harbour Company	1
Ship-Source Pollution Prevention Division, Dept of Transport, Tourism and Sport	2 & 3
Marine Survey Office, Department of Transport	4
Veterinary Officer, Dept of Agriculture, Food and the Marine	5
The Environment Officer, Galway County Council	6
Walsh Waste Ltd.	7

The person responsible for the implementation of the plan is the Harbour Master.

AMENDMENTS TO PORT WASTE RECEPTION FACILITIES PLAN

. This plan & Amendments to this plan are forwarded electronically by CD ROM/email.

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PREAMBLE

AIMS AND OBJECTIVES

The overall aim of this port waste management plan for Galway Harbour is to protect the marine environment by reducing discharges into the sea of ship generated waste 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. THE PORT

OVERVIEW OF PORT ACTIVITIES

1.1 Constitution

The Harbours Act 1996 reconstituted Galway Harbour Company as a commercial semi state port company operating under company law.

Galway Harbour Company was established on 3 March 1997.

1.2 Jurisdiction and Conservancy

The jurisdiction or limits as defined in the Harbours Act 1996:

"Limits consist of all waters with the bed and foreshore thereof lying within an imaginary straight line drawn from Barna Cliff to Kilcolgan Point, both in Galway Bay, and any adjoining lands, banks, inlets, havens and landing places vested in Galway Harbour Company and the docks, piers, jetties, quays and other works vested in that company."

Galway Harbour (53° 16'N 009° 03'W)

The most central port on the West Coast of Ireland – it is in the sheltered eastern corner of Galway Bay. Situated on the River Corrib, 53° 16'N 009° 03'W. British Admiralty charts 1903, 1984, 3339.

1.3 Facilities

Galway Harbour

Regularly, vessels of 6,000 tonnes deadweight visit Galway, which has a total quay length capable of allowing up to 6 vessels in the inner dock at any one time.

Although Galway is tidal, the dock gates maintain a high water level within the tidal basin and vessels can dock and sail 2 hours before and up to high water.

Traffic & Throughput

In year 2012 saw 159 vessels totalling 500,741 tonnes of cargo through the port. Of this, imports were 428,506 tonnes and exports 72,235 tonnes.

Imports were petroleum products, Bitumen, Steel,
Exports were Scrap Steel, Bulk Limestone.

Port Details

Equipment 1 X 40 tonne harbour mobile crane (Sennebogen 640M/K2) suitable for grab discharge/loading and lifting work. Forklift trucks and 2 trimming shovels. Heavy lift carnage can be hired in locally.

Tugs

There are no tugs at Galway. Vessels over to 6,500 dwt require tugs which can be arranged through the local agent.

Storage

The Harbour Company has built 1 X 8,000 m²-covered storage.
Sites are available for lease at *Galway Harbour Enterprise Park* for open storage.

Centre Quay – 1,330 M² storage for cargoes such as logs or scrap steel..
Former Pat Rynn Workshop = 19,000 sq.ft
Warehouse on centre pier = 300 M²

Weighbridge

A fully automatic 50 tonne weighbridge is located near Dun Aengus Quay North was commissioned in 2007.

Bunkers

By road tanker from various suppliers.

Garbage Reception

The port can accept ships garbage in compliance with Marpol 73/78 annex V.

ISPS CODE

The port is compliant under the terms of the ISPS Code

Waste Oil Reception Facilities

Waste Lub Oils and dirty bilge water from ships can be handled by local contractor in 35m³ road tankers while small quantities from leisure craft are provided in the waste oil tank of 1,350 litres. The waste oil reception to the leisure and fishing vessels is free of charge as an incentive to dispose of the waste oil correctly.

Freshwater

Freshwater is available on all quays at a rate of 20 tonne per hour

Berths

Mulvoy Quay – Length 209m; Breathnach Quay 176m; Dun Aengus North 164m; Dun Aengus South 161m; New Pier 134m and 85m [tidal]; South East Extension 93m; Folan Quay 87m; Quirke Quay 80m. (See appendix 2)

Turning Circle

The maximum turning circle is 146.3m

Water Depth

6.5m Neaps & 7.8 m Springs at present.

Width of Dock Gates

The dock gate to the port is 19.81m wide (65 feet) and the depth over the cill corresponds to the depth in the approach channel.

Total water area: 7¼ acres.

Pilotage Limits

The Galway Pilotage District includes “the waters of the Bay of Galway within an imaginary line drawn from Golan Head to the Western Point of the Aran Islands and thence to Hags Head in County Clare.

The Pilotage area is divided into the outer Pilotage district where Pilotage is optional and the inner Pilotage district where Pilotage is **compulsory**, the latter district being from the waters of the bay of Galway which lie Eastwards of an imaginary line drawn from Kilcolgan Point to the point of intersection of latitude 53⁰ 14.70’N and longitude 009⁰ 03.45’W, “and thence to the Western end of the dock gates at Galway, and including the waters of Galway Dock.

There is a 360 H.P. harbour tug which can assist vessels in docking. This vessel also acts as the pilot vessel “*Loc Lurgain II*”

2. LEGISLATIVE SUMMARY

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

2.1 **EU Directive 2000/59/EC on port reception facilities for ship-generated wastes and cargo residues** [[Directive 2000/59/EC](#)]

The specific requirements of the new Directive are that: -

- (a) All EU ports are to provide adequate reception facilities and to develop waste reception and handling plans (Mandatory Provision).
- (b) All wastes are to be delivered to reception facilities unless there is capacity on board for retention until next port of call (Mandatory Discharge).
- (c) All ships, except recreational craft authorised to carry 12 or fewer passengers or fishing vessels, are required to notify ports in advance of intention to use facilities and quantities of waste onboard (Notification Requirement).
- (d) A fee system should be introduced to encourage use of facilities (Charging System).
- (e) There will be a system of monitoring for compliance, plus adequate sanctions for non-compliance; non-compliance data is to be forwarded to the next port of call (Compliance and Monitoring).

2.2 **European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003** [[S.I. No. 117 of 2003](#)]

These Regulations bring the provisions of the EU Directive into Irish Marine law. It follows largely the formulation of the European legislation. Its interpretative provisions are to establish the Minister of Communications, Marine and Natural Resources [now the responsibility of the Minister for Transport] as the national competent authority, and the harbour authority in respect of each harbour as the local competent authority.

2.3 **European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2009** [[S.I. 376 of 2009](#)]

The purpose of these Regulations is to reduce the discharge of sewage into the sea, especially illegal discharges, from ships using ports in the Community, by improving the availability and use of port reception facilities, thereby enhancing the protection of the marine environment.

2.4 Sea Pollution Act 1991 [[No. 27 of 1991](#)]

This Act gives effect to the International Convention for the Prevention of Pollution from Ships, adopted by the International Maritime Organization on 2 November, 1973, and as amended by its Protocol adopted on 17 February, 1978, relating thereto [MARPOL 73/78]. It also gives effect in the State to the Protocol relating to Intervention on the High Seas in cases of Pollution by Substances other than Oil and enables the Minister to prohibit or regulate the operational discharge of oil or oily mixtures from Irish registered ships anywhere at sea or from other ships in the territorial waters of the State.

It further enables the Minister to require Irish registered ships to be constructed, fitted or operated in such a way as to prevent, control or reduce discharges into the sea or to intervene on a vessel if considered appropriate following a casualty.

2.5 Sea Pollution (Amendment) Act 1999 [[No. 18 of 1999](#)]

This Act gives effect to the International Convention on Oil Pollution Preparedness Response and Cooperation in the Republic of Ireland. It is concerned with the prevention of pollution and the establishment by harbour authorities of oil pollution emergency plans. In addition it outlines Ministerial responsibilities for preparing contingency plans and acquiring resources to respond to an incident of pollution.

2.6 Sea Pollution (Miscellaneous Provisions) Act, 2006 [[No. 29 of 2006](#)]

This Act amends the two previous Sea Pollution Acts by making provision for, inter alia, hazardous and noxious substances pollution emergency plans to be in place as well as for the making of regulations to give effect to a number of international instruments relating to the protection of the marine environment, agreed at the International Maritime Organization, to be brought into effect, viz:

- The Protocol to the International Convention on Oil Pollution Preparedness, response and Co-Operation 1990 (OPRC)
- The International Convention on the Control of Harmful Anti-Fouling Systems 2001 (AFS Convention)
- The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention)
- Annex VI as added to MARPOL 73/78 by the Protocol of 1997
- The International Convention on Civil Liability for Bunker Oil Pollution Damage 2001 (Bunkers Convention), the text of which is attached as a schedule to the Act.

2.7 Sea Pollution (Prevention of Oil Pollution) Regulations 2007 [[S.I. No. 788 of 2007](#)] & Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2010 S.I. No 664 of 2010

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These Regulations give effect to Annex I of MARPOL 73/78.

The Regulations apply to all Irish ships wherever they may be and to all other ships when they are in the territorial waters of the State.

The Regulations prohibit and control discharge into the sea of oil and oily mixtures. The Regulations require ships to follow specified procedures when washing cargo tanks. Ballasting arrangements and the discharge of ballast water are also controlled. The Regulations also provide for adequate facilities at ports and terminals for the reception of oil and oily mixtures.

Ships are required to be surveyed for the purposes of the Regulations and to carry an International Pollution Prevention Certificate. Ships are also required to carry an Operations and Equipment Manual, an Oil Record Book and a shipboard oil pollution emergency plan approved by the Minister or recognised organisation.

2.8 Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2008/2011 [S.I. No. 282 of 2008 & Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2011 S.I.365 of 2011]

These Regulations provide for amendments to the Sea Pollution (Prevention of Oil Pollution) Regulations 2007 ([S.I. No. 788 of 2007](#)), which give effect to Annex I of MARPOL 73/78. Essentially, they concern an amendment to the definition for ‘special area’ in S.I 788 of 2007.

2.9 Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations 2008 [S.I. No. 217 of 2008]

These Regulations apply to all Irish ships wherever they may be and to all other ships when they are in Irish waters.

These Regulations give effect to Annex II of MARPOL 73/78, which concerns the control of pollution by noxious liquid substances in bulk.

Noxious liquid substances are divided into four categories, X, Y, Z, and *Other Substances*, according to the severity of the hazard which they present to human health and the marine environment, Category X presenting the worst hazard and Category *Other Substances* the least. Under the Regulations, discharges into the sea of these substances or mixtures of them are prohibited except when the discharges are made under specified conditions. These conditions vary according to the degree of hazard posed to the marine environment. Discharges are prohibited in the Antarctic area.

The Regulations require ships to follow specified procedures when washing cargo tanks in accordance with the category of the substance. They also provide for adequate facilities at ports, terminals or repair ports for the reception of residues or mixtures of noxious liquid substances.

Under the Regulations, ships are required to be surveyed, to carry an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, and to be

maintained in accordance with that Certificate. Ships are also required to carry a Cargo Record Book in which to record operations involving cargoes of noxious liquid substances.

2.10 Sea Pollution (Harmful Substances in Packaged Form) Regulations 2009 [[S.I. No. 491 of 2009](#)]

These Regulations apply to all Irish ships wherever they may be and to all other ships when they are in Irish waters.

These Regulations give effect to Annex III of MARPOL 73/78, which contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing pollution by harmful substances carried by sea in packaged form.

2.11 Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006 [[S.I. No. 269 of 2006](#)]

The Regulations apply to all Irish ships, wherever they may be, and to all other ships when they are in the territorial seas and inland waters of the State.

The Regulations give effect to Annex IV of MARPOL 73/78, which prohibits and control the disposal of sewage into the sea in accordance with the type of sewage for disposal and the geographical location of the ship. They also provide for the availability of adequate facilities at ports and terminals for the reception of sewage.

2.12 Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2008 [[S.I. No. 281 of 2008](#)]

These Regulations further amend S.I. 269 of 2006 by providing for control of sewage originating from spaces on ships containing living animals and for inspection and control of non-Irish MARPOL 73/78 Annex IV ships in Irish ports, which do not have adequate sewage regulation facilities or practice.

2.13 Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) (No.2) Regulations 2008 [[S.I. No. 372 of 2008](#)]

These Regulations amend the Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006

2.135 Sea Pollution (Prevention of Pollution by Sewage from Ships)(Amendment) Regulations 2012

These Regulations amend the Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006

2.14 SI 492 of 2012 Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2012 revoked
SI 372 of 2012 Sea Pollution (Prevention of Pollution by Garbage from Ships) Regulations 2012

These Regulations apply to all Irish ships wherever they may be and to all other ships when they are in the territorial seas and inland waters of the State.

The Regulations, which give effect to Annex V of MARPOL 73/78, prohibit and control the disposal of garbage into the sea in accordance with the type of garbage for disposal and the geographical location of the ship. They also provide that harbour authorities and persons having control of a harbour shall provide facilities at ports and terminals for the reception of garbage, without causing undue delay to ships, and according to the needs of the ships using them.

Revoked Revoked

Revoked Revoked S.I. 313 of 2010 Sea Pollution (Prevention of Air Pollution from Ships) Regulations of 2010

These Regulations, which apply to Irish ships everywhere and to other ships when they are in the inland waters and territorial seas of the State, give effect to Annex VI of MARPOL 73/78 and are essentially concerned with the control of emissions from ships with a view to preventing air pollution.

2.175 Sea Pollution (Prevention of Air Pollution from Ships) (Amendment Regulations 2011 [S.I. 383 of 2011]

These Regulations provide for amendments to the Sea Pollution Act (Prevention of Air Pollution from Ships

2.176 Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) (No.2) Regulations 2011 [S.I. 596 of 2011]

These Regulations provide for amendments to the Sea Pollution Act (Prevention of Air Pollution from Ships

S.I. no. 35 of 2013: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2013

2.18 Sea Pollution (Control of Harmful Anti-fouling Systems on Ships) Regulations 2008 [[No. 82 of 2008](#)]

These Regulations give effect to the AFS Convention, which prohibits the use of harmful organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems

2.19 Waste Management Act 1996 [[No. 10 of 1996](#)]

The Act provides for the prevention, management and control of waste, including the necessity for local authorities to produce waste management plans, the prevention, minimisation, recovery, collection, movement and disposal of hazardous waste, measures to reduce production and promote recovery of waste, and all aspects of licensing.

2.20 Waste Management (Amendment) Act 2001 [[No. 36 of 2001](#)]

This Act was enacted on 17 July 2001 and its primary purpose is to provide a legal mechanism by which the first Regional Waste Management Plans could be made.

Section 4 of the Act provides that the making of a waste management plan will become an executive (management) function, a change from the Waste Management Act 1996, where the power was a reserved (elected member) function.

The Act also provides for a levy on the landfill of waste, at an initial rate of not more than €19 per tonne.

2.21 Protection of the Environment Act 2003 [[No. 27 of 2003](#)]

This Act made a number of amendments to the Waste Management Act 1996, but in relation to the primary purpose of the 2001 Amendment Act (re waste management plans), Section 26 provides that the review, variation or replacement of a waste management plan shall be an executive function.

These three waste management acts are the legislative basis for all waste management issues.

2.22 Diseases of Animals Act 1966 [[No. 6 of 1966](#)]

This Act consolidates with amendments the previous enactments relating to diseases of animals and also provides for certain other matters relating to animals.

2.23 Diseases of Animals (Feeding and Use of Swill) Order 1985 [[S.I. 153 of 1985](#)]

This Order provides for comprehensive control of swill as a protective measure against the introduction or spread of animal disease and to comply with certain provisions of EEC

Directive 80/217 on the control of classical swine fever. It provides, in particular, for the registration of swill processing premises, for hygiene and construction standards in processing premises, the hygienic transport of swill and for the prohibition on feeding of unprocessed swill to animals and poultry.

2.24 Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987 [[S.I. 133 of 1987](#)]

This Order strengthened the existing Regulations controlling the movement and use of swill for feeding to livestock. It provided for a more precise definition of "swill" and made it an offence to possess swill if it was not required for legitimate purposes.

2.25 Diseases of Animals Act, 1966 (Prohibition on the Use of Swill) Order, 2001 [[S.I. No. 597 of 2001](#)]

This Order prohibits the collection and feeding of swill to certain animals but permits the feeding of certain non-animals products and milk products to animals. It also revokes the Foot-and-Mouth Disease (Prohibition on the Use of Swill) Order, 2001 (S.I. No. 104 of 2001) and the Foot-and-Mouth Disease (Prohibition on the Use of Swill) (Amendment) Order, 2001 (S.I. No. 227 of 2001).

The effect of the legislation prohibiting the feeding and use of animal swill is to make the Department of Agriculture, Fisheries Food & Marine (DAFM) responsible for the issue of licences for the disposal of swill/food waste derived from catering waste from ships, etc. The feeding of such waste has always been prohibited. A licence is required to move such swill, and only a licensed operator may remove the swill. Licences are valid for one calendar year and copies are sent to the relevant Port Veterinary Officer. Licences specify the name of the licensee, the harbour from where the swill is to be removed, and the conditions under which the swill must be removed and disposed of. Deep burial at Environmental Protection Agency-licensed landfill sites is the ONLY disposal route accepted by DAFM.

S.I. No. 573 of 2010 European Communities (Vessel traffic Monitoring and Information System) Regulations 2010

Pre arrival information concerning onboard generated waste must be made in advance to the Port vis www.safesea.ie under this SI.

3. DEFINITION OF WASTES

Use the definitions in MARPOL 73/78 Regulations

3.1 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** Prevention of pollution by sewage from ships.

■ **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 Galway Harbour are Annexes I, II, IV and V, there being no general requirement for Annex III (such pollution would be dealt with by way of an isolated incident). Annex IV has been adopted and Galway Harbour can provide facilities on request via road tankers from ENVA Ireland Limited

4. SECTION I

PROCESS UNDERTAKEN BY GALWAY HARBOUR TO ACHIEVE LEGISLATIVE COMPLIANCE

4.1 CONSULTATION

Purpose

To ensure that the needs of potential users and waste regulators are taken into account when planning and operating port waste reception facilities; to ensure that all mariners are aware of the location, cost and procedures for using the facilities, and also of the consultation arrangements for the future development of adequate facilities within the port.

Objective

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

To ensure the adequacy of the process, Galway Harbour has consulted

ships' masters
ships' agents
waste contractors
waste regulators
central Government
regional government

Process

Agents, Government agencies and waste contractors were contacted by letter rather than consultative meeting and a copy of the correspondence is available for inspection by the Department of Transport, Tourism and Sport.

Ships' masters have been consulted as part of the exercise to analyse types and quantities of wastes landed and this information has been obtained by questionnaires issued by Galway Harbour and through ships' agents. The process is described in the appropriate paragraph below.

On-going Liaison, Procedural Waste Collection Changes and Notification

It is recognised within the waste plan that on-going discussion with the shipping industry, regulators and contractors is most important. Similarly, with advances in waste management handling procedures (particularly recycling) will change to become more streamlined and efficient.

To facilitate this several methods of information exchange have been adopted to facilitate the various links in the waste management chain from the ship/shore interface to the regulatory bodies and to the disposal operators both at the tip head and re-cycling facilities.

These include:

- Notification and guidance to Ships' Masters in publications such as the Local Notices to Mariners.
- Port liaison industry group meetings (Ports Forum) in line with government policy.
- Regular consultation and meetings with the regulatory bodies and licence renewals, particularly the Department of Agriculture, Fisheries and Food.
- On-going meetings and operational reviews with re-cycling contractors.

All port users are written/emailed to individually when changes to charges or procedures are made.

5. STUDY OF WASTE HANDLING CHAIN

In response to this exercise Galway City Council has supplied a copy of link to the Regional Waste Management Plan in order that Galway Harbour does not contravene the strategy. This can be viewed at

<http://www.connaughtwaste.ie/Downloads/#d.en.6594>

The Department of Agriculture, Food & Marine sent an encouraging reply confirming that the Department has not encountered any major problems regarding the supervision of waste burial at the Green Star Facility at Kilconnell, Co. Galway and acknowledging the support and efficiency of Galway Harbour in the disposal of ships' waste. *Walsh Waste Limited* is licensed by the Dept. of Agriculture, Food & Marine to remove ship's garbage from the port and any failure with the conditions of the licence may result in revocation of the said licence. (See appendix 8, copy of Annual Licence from DAFM to remove swill)

Walsh Waste Limited [permit register number WCP-MO-08-0584-01], the company appointed by Galway Harbour, supplies, reports on quantities for each type on site. The Galway Harbour Company wishes as far as practicable to fulfil the Regional Waste Management Plan and where possible to encourage best practice where recycling of ship garbage is concerned. This will need to be fostered and promoted amongst ship owners as ship sizes in Galway presently do not warrant complete onboard segregation of garbage.

6. SECTION II

THE PORT WASTE MANAGEMENT SYSTEM

6.1 INTRODUCTION

Galway Harbour Company Waste Management Plan and system of handling has been compiled to achieve compliance with the EU and domestic legislation.

The measures adopted are appropriate to the trade and waste handling requirements within the port jurisdiction.

The adopted management system which controls charging, chain of custody and disposal mechanism is available for audit by both the EU and domestic authorities.

7. PROCEDURES FOR THE USE OF THE PORT WASTE RECEPTION FACILITIES AT GALWAY HARBOUR

7.1 *Mandatory Provision*

Galway Harbour makes available the following system of port reception facilities for ship generated waste.

7.2 *Mandatory Discharge*

All vessels (excluding fishing vessels and recreational craft) **MUST** discharge ship-generated waste before leaving Galway Harbour unless it can be demonstrated that storage space on board 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, after consultation with the minister. The Marine Survey Office carries out inspection of ships in port to determine compliance.

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.

7.3 *Definition of an Exempt Ship*

Applications for exemptions from the port waste management system must be made to the Harbour Master and approved by the Minister. 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

Currently, there are no exempt ships operating to/from Galway Harbour.

7.4 *Notification Requirement*

The following information is required from **ALL** vessels (excluding recreational craft authorised to carry 12 or fewer passengers and fishing vessels) prior to arrival. Pre-arrival information concerning onboard generated waste is made in advance via www.safeseas.ie

Name/call sign/IMO number

Flag state

ETA/ETD

Previous/next port of call

Last port and date when ship generated waste was delivered

Whether delivering all/some/none of ship generated waste 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

7.5 Notification Mechanism

The checklist is to be completed by the Master and submitted to the Department of Transport, Tourism and Sport and Galway Harbour via the ship's agent: www.safeseas.ie

- 24 hours prior to arrival, if the port of call is known
- as soon as the port of call is known, if this information is available less than 24 hours prior to arrival
- at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

Transmission should preferably be by electronic means at www.safeseas.ie (e mail or fax). Galway Harbour 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 1 WASTE CHECKLIST**. (See appendix 9 Schedule 1 Notification and appendix 13 Marine Notice 18 of 2003)

7.6 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 the port waste charge providing a disincentive by ships to use the facilities. To comply with the legislation Galway Harbour will continue to facilitate the disposal of waste on a non profit basis. There is a published schedule of charges and all ships will be charged a fixed fee. This fixed fee of €69.12 per vessel is charged for ships less than 5,000 gross tons. For vessels greater than 5,000 gross tons a fixed charge of €90 is levied to use the reception facilities. The amount to which each vessel is charged is adequate to fund the system and the system is charged to all ships equally irrespective of the quantity landed and is subject to annual review. The caveat is for vessels where manning/passenger levels are above that, or normal/expected levels of discharge, where separate charges will be made. Additional charges will be applied where specialist handling of particular wastes is required.

The charges are calculated as follows based on 159 vessel calls in 2012:

Cost calculation for Vessel Waste 2012

Waste Type	Qty	Cost 2012 (€)	Ships	Cost per ship
Garbage	14.6t	7,130.08		
Cargo Residues	1.66t	188.13		
Contaminated Oil rags	3,660ltr	1840.96		
Staff	****			
Administration fee	*****	1,831.83		
Total		10,991.00	159	€69.12

In 2012, oily waste was landed by 9 ships, totalling 117t at a cost of 10,860

Galway Harbour Port Waste Reception Facilities Plan

The invoices from the waste collection companies are retained for inspection. The vessel charge is displayed on the Galway Harbour Company web site www.galwayharbour.com/shipping/shipwastefees/

8. Type and Capacity of Facilities

8.1 Purpose

Facilities which are suitable for the types and amounts of waste are located primarily at Folan Quay (see appendix 2, drawing of Folan Quay).

Two padlocked numbered skips [1 & 2] of 12 Cu.Yd's (9m³) each (see appendix 2)

Open Top Stevedoring waste skip of 12 Cu. Yd's. On hire whenever required which presently is very infrequently. This would normally be for dunnage separating steel rebars which amounts to 7 ships annually approx. Numbered [3].

Three wheelie bins of 240 litres capacity numbered [4, 5 & 6] for oil rags, waste oil filters and waste batteries.

One bunded waste oil tank numbered [7] mainly for leisure/fishing vessels.

1 closed bin [8] used for clean/dry paper & plastics which is recycled

Waste Oil Tanker, capacity normally 35m³ (Road Tanker)

One 240 litre padlocked skip is available at the marina. This skip is available to the marina berths only. (See appendix 2) this skip is numbered [8]

Skip	Description	Disposal	Frequency	Contractor
#1(9m ³)	General Waste/Swill	Landfill – Kilconnell Co. Galway	As Req'd.	Walsh Waste Ltd
#2(9m ³)	General Waste/Swill	Landfill – Kilconnell Co. Galway	As Req'd.	Walsh Waste Ltd
#3(9m ³)	Dunnage/Plastics – Cargo Waste	Recycling	As Req'd.	Walsh Waste Ltd
#4 240 ltr.	Oil Rags	Processed at Port Laois	As Req'd.	ENVA Ireland Ltd
#5 240 ltr.	Oil Filters	Recycled at Port Laois	As Req'd.	ENVA Ireland Ltd
#6 240 ltr.	Waste Batteries	Exported for processing	As Req'd.	Galway Metal Co.
#7 1350 ltr.	Bunded Waste Oil Tank	Recycled at Port Laois	As Req'd.	ENVA Ireland Ltd
#8 1,100ltr	Clean Paper & Plastic	Recycling	As Req'd	Walsh Waste Ltd.

9. Location and Ease of Use

9.1 Purpose

To provide facilities which, so far as reasonably practical, avoid disincentives towards their use.

As cargo tonnage throughput is 83% oil and bitumen at Galway the padlocked skips are located at Folan Quay (Oil tanker Discharge Quay). General Garbage is loaded by ships crew with the supervision of the fire warden on duty into the said padlocked skips which are numbered 1 & 2. The Ship's crew sign a 'numbered' garbage landing docket. (See appendix 10, landing docket for ship generated waste and cargo residues)

Garbage from ships other than tankers (general cargo ships) is collected by Harbour Employees by forklift (due to the distances from ship to skip) and loaded into the padlocked skips. A concerted effort is made to ensure ship's waste is handled during normal operational hours (0800 to 1700) whenever possible. This ensures charges are kept reasonable. Again a garbage landing docket is completed and signed by the ship's crew. The staff charges are shown in section 7.

When these skips are virtually full an arrangement will be made with the local veterinary officer to have the skips transferred for deep burial. This can take up to five days to arrange. To avoid delays, a rota of skip emptying is in place in order for the port to be able to accept waste at all times from ships.

It is the aim of the Galway Harbour Company to provide best practise. Currently, all ship-generated waste is sent to landfill (Department of Agriculture requirement), other than waste tabled above. It is hoped to be able to segregate ships' waste at some point in the future but until then, all waste other than that specified in the above table must go to landfill.

Waste Oil is accepted by ENVIA Ireland Limited at all berths and is arranged by the local agent. This is accepted by road tankers with a holding capacity of 35m³.

Ships masters advise the port authority via the local agent (& www.safeseas.ie) if intending to land waste. This request is promulgated to the harbour office and arrangements are made to accept the vessels garbage. Experience has shown that having 2 special skips (marked 1 & 2) available on the quay is adequate to be able to accept ships waste and avoid delays to ships.

10. Giving effective information to users

10.1 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.

10.2 System

The proposed system incorporates a port waste management system and a ship-based garbage information management system as already required by the International Maritime Organisation (IMO).

The Master of a ship bound for a port located in the State is obliged to complete the form set in Schedule 1 of the Regulations (*see appendix 9, Notification to Land Waste*) and notify that information to the appropriate local competent authority at least 24 hours prior to arrival in Galway Harbour or at the latest on departure from the previous port if the duration of the voyage is less than 24 hours. This information is being directed to the department of Transport via www.safeseas.ie

The Master of a ship in Galway Harbour must deliver the ship-generated waste and cargo residues before leaving Galway Harbour unless it follows that there is enough capacity left on the ship to hold the existing waste plus the waste that will be accumulated during the voyage until the ship reaches the next port of delivery. This is monitored by the Marine Survey Office.

The Galway Harbour Company Port Waste Reception Facilities Plan incorporates a daily collection of ship-generated waste. This waste is deposited to a pad-locked skip and later disposed of under supervision of the DAFM to the local authority licensed landfill at Ennis, Co. Clare.

Stevedoring waste and cargo residues are collected daily by Harbour Employees using a forklift truck. Non-recyclable materials are stored in an open skip and disposed of in the local authority licensed landfill. Recyclable timber and plastic is stored on site in an area at the Harbour Enterprise Park and is collected periodically for disposal at a licensed recycling facility.

A licensed contractor carries out waste oil disposal. (ENVA Ireland Limited)

Pre-treatment of waste is not employed within the Galway Harbour Port Waste Reception Facilities Plan

The system is 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).

11. Duty of Care/Waste Transfer/Waste Disposal

11.1 System

Reception and storage are the key elements to the successful management of port waste reception facilities.

An overriding principle is that Galway Harbour will under no circumstances entertain the use of common user skips.

Improper disposal of waste classified as "Special" or "Hazardous" into common user skips can render Galway Harbour liable to prosecution for breach of domestic Irish legislation without having recourse to an untraceable waste producer, *i.e.* the vessel concerned.

Throughout the waste disposal chain for ships waste, either ship-generated or cargo residue, a documented chain of custody has been employed.

Ship-generated waste landed for disposal is noted, similarly cargo residues. Copies are available for the ship's Master (*see appendix 10, landing docket for Ship Generated Waste and Cargo Residues*). Ship-generated waste and stevedoring waste disposed at the local authority licensed landfill is recorded on each individual skip/load entry to the landfill (*see appendix 11, Waste Contractor's Recorded Weights*). The pad-locked skips are weighed at the landfill site. These weights are noted in appendix 11. Stevedoring materials and cargo residues collected by the licensed contractor for beneficial re-use and re-cycling is weighed at the landfill site.

All ships which land ship-generated waste are required to complete and sign a landing docket. A copy of this landing docket is held at the Galway Harbour Company and can be used not only to determine what ships have landed waste but also the quantity. This will assist in the consultation process and where annual review of charges becomes necessary.

Galway Harbour is similarly committed to fostering good practice in the areas of recycling. As Galway Harbour is aware that the opening hours of municipal landfill sites reflect the considerations of local residents, it proposes a transfer and disposal system which obviates the need to apply for the hours of opening to be extended.

12. *Grievance Procedure*

Complaints should be made immediately a problem arises through the agent to Galway Harbour Company's Authorised Officer. Such complaints may be made in writing. Where a problem cannot be resolved locally, then the ship's Master may report the grievance on a prescribed IMO form and forward this to the Environment Division of the Department of Transport, Tourism and Sport. (See appendix 12, IMO Prescribed Grievance Form)

13. *Audit and Review*

13.1 Purpose

To ensure that port waste management facilities are relevant and are up to date, and that plans are implemented effectively.

13.2 Compliance and Monitoring

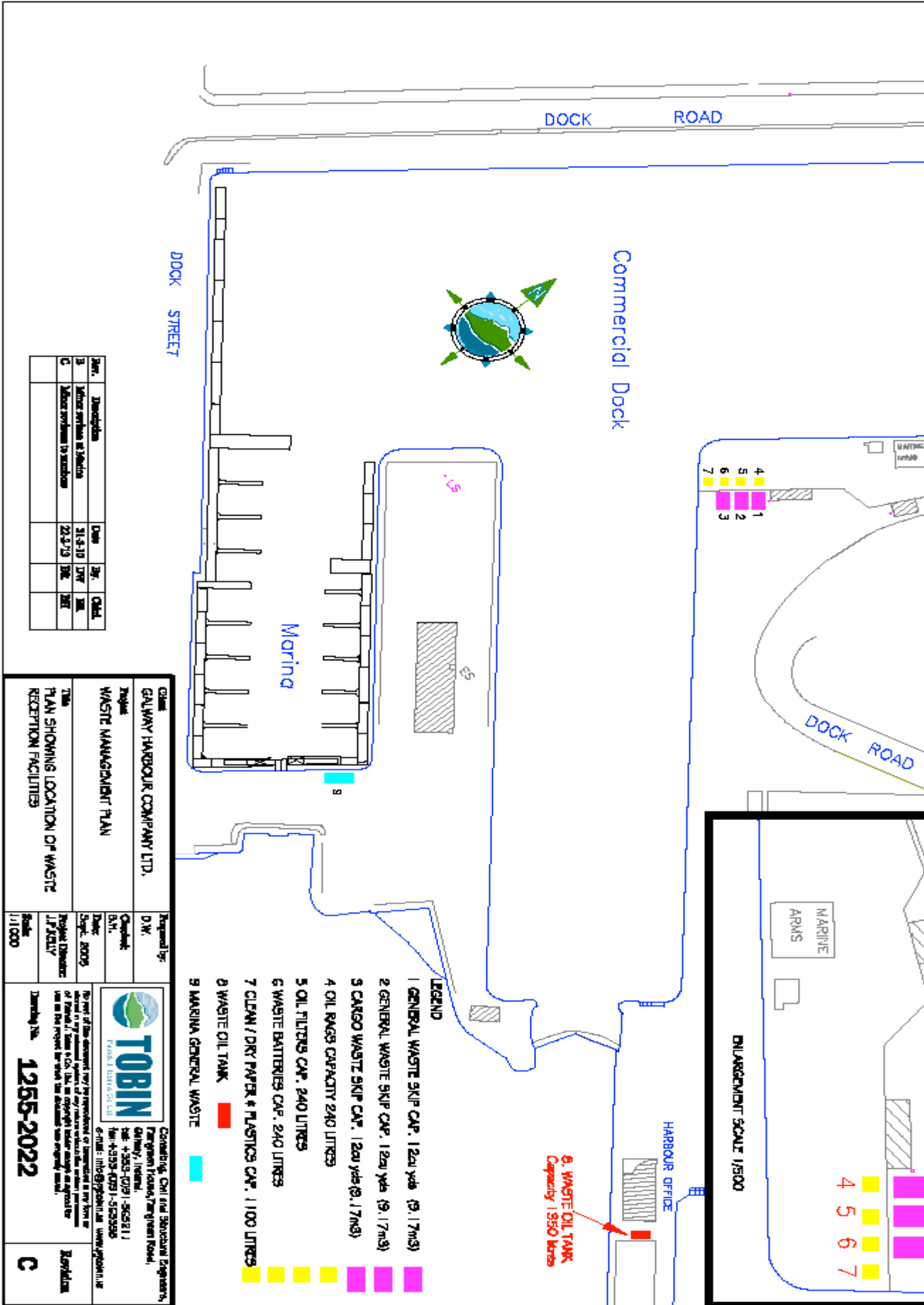
Spot checks can be undertaken on vessels deemed unlikely to use facilities, and there will be an inspection of a fixed proportion of vessels (25%) by authorised officers of the National Competent Authority. Vessel logbooks of all waste generated during a voyage, plus disposal data, will form part of the inspection.

APPENDICES

Appendix A	Galway Harbour Map
Appendix B	Copy of Annual Licence to Remove Swill
Appendix C	Landing Docket for Ship Generated Waste and Cargo Residue
Appendix D	Waste Contractor's Recorded Weights
Appendix E	IMO Prescribe Grievance Form
Appendix F	Contact Directory

Appendix A

GALWAY HARBOUR MAP & Folan Quay



Appendix B

Annual Licence to remove swill Valid December 31st 2013

Department of
**Agriculture,
Food and the Marine**
An tArd
**Talmhaíochta,
Bia agus Mara**

Licence issued under the European Communities (Transmissible Spongiform Encephalopathies and Animal By-products) Regulations 2008 (S.I. No 252 of 2008) (as amended) and in accordance with Regulation (EC) No. 1069 of 2009 and Regulation (EU) No. 142 of 2011

The Minister for Agriculture, Food and Marine by this licence authorises the Operator, *Galway Harbour Company, Harbours Office, New Quay, Galway*, to handle carrying waste from users of transport operating internationally i.e. Category 1 material as set out in Article 9(f) of 1069/2006/EC (hereafter referred to as 'ICW') at *Galway Harbour* subject to compliance with the following requirements under the EU regulations:

- An Bolon Toluimochitz,
El Aguas Naves
Department of Agriculture,
Food and the Marine



Appendix C

Landing Docket for Ship Generated Waste

GALWAY HARBOUR WASTE MANAGEMENT

SHIP GENERATED WASTE & CARGO RESIDUES

0001

LANDING DOCKET

Ships Name	Registry	IMO# / Call Sign	Last Port & Date	Next Port

Waste	Quantity m ³	Description
Oils		

Garbage		
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Cargo Waste		
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Cargo Residue		
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Master/Ch. Officer/Dk. Officer	Date	Ship's Stamp

Appendix D

Waste Contractors Recorded Weights

Recycling Report

Period: 2012 Jan to Dec
 Customer: Galway Harbour Company
 Contact: Sinead Kirwin skinwan@galwayharbour.com
 Quantities: All weights in tons
 Location: Docks , Galway



Location					Quantity	Mixed Waste		
12 cy Skip Waste (in shed)					24	40.88		
12 cy skips (deep burial)					11	14.6		
12 cy timber					1	1.66		
12 cy skip clean up					3	4.5		
Total (tons)					39	61.64		

Appendix E

IMO Grievance Form

FORM FOR REPORTING ALLEGED INADEQUACY OF PORT RECEPTION FACILITIES FOR GARBAGE

1. Country.....
Name of Port or Area.....
Location in the port (e.g. berth/terminal/jetty).....
Date of incident.....

2. Type and amount of garbage for discharge to facility:
 - a. Total amount:
food waste.....m³
cargo-associated waste.....m³
maintenance waste.....m³
other.....m³

 - b. Amount not accepted by the facility:
food waste.....m³
cargo-associated waste.....m³
maintenance waste.....m³
other.....m³

3. Special problems encountered:

Undue delay
Inconvenient location of facilities
Unreasonable charges for use of facilities
Special national regulations
Other

4. Remarks: (e.g. information received from port authorities or operators of reception facilities: reasons given concerning 2 above)

5. Ship's particulars.....
Name of ship.....
Owner of operator.....
Distinctive number or letters.....
Port of registry.....
Number of persons on board.....

.....
Date of completion of form

.....
Signature of master

Appendix F

CONTACT DIRECTORY

(A) Galway Harbour - Local Competent Authority

Galway Harbour Company,
Harbour Office,
New Docks,
Galway.

Tel: +353.91.561874
Fax: +353.91.563738
Email: info@galwayharbour.com
Web: www.galwayharbour.com

Chief Executive Officer: Mr. Éamon Bradshaw
Harbour Master: Captain Brian Sheridan

(B) Local Shipping Agents

City of Galway Shipping Limited,
New Docks,
Galway.

Tel: +353.91.562338
Fax: +353.91.562746
Email: info@galway-shipping.com

(C) Waste Contractors

Walsh Waste Limited,
Bally Brit,
Galway.

Tel: +353.91.771177
Fax: +353.91.771244
Email: info@walshwaste.com
Web: www.walshwaste.com

ENVA Ireland Limited,
Clonminam Industrial Estate,
Portlaoise,

Galway Harbour Port Waste Reception Facilities Plan

Co. Laois.

Tel: +353.502.74747
Fax: +353.502.78699
Email: shannon@enva.ie
Web: www.enva.ie

Galway Metal Company,
Oranmore,
Co. Galway

Tel: +353.91.794358
Fax: +353.91.790218
Email: galwaymetal@eircom.net
Web: www.clearcircle.com

(D) Regulators - National - Regional - Local

Ms Catherine O'Sullivan
Ms Imelda Condon
Maritime Transport Division
Department of Transport,
Leeson Lane,
Dublin 2.

Tel: +353.1.678 3474
Email: catherineosullivan@dtas.ie
ShipSourcePollutionPrevention@dtas.ie
Web: www.transport.ie

Mr. Peter Carey
Environmental Protection Agency,
Richview,
Clonskeagh Road,
Dublin 14.

Tel: +353.1.2680100

Ms. Anne Hannigan,
Dept. of Agriculture, Fisheries & Food,
Kildare Street,
Dublin 2.

Galway Harbour Port Waste Reception Facilities Plan

Galway County Council
Environment Section,
County Buildings,
Prospect Hill,
Galway.

Tel: +353.91.563151

Galway District Veterinary Office,
LakeShore Drive,
Renmore,
Galway.

Tel: +353.91.507600
Fax: +353.91.561558