



**ASSOCIATED BRITISH PORTS
SOUTH WALES PORTS
PORT WASTE MANAGEMENT PLAN
FOR SHIP GENERATED WASTES
2025 – 2027**

Document Information

Business Area	ABP ports of Newport, Cardiff, Barry, Port Talbot and Swansea
Document Title	ABP South Wales Port Waste Management Plan for Ship Generated Waste 2025-2027
Author(s)	Elton Prance
Approver(s)	Gareth Robins, Divisional Harbour Master- Wales & South West
Accountable Owner	Gareth Robins, Divisional Harbour Master- Wales & South West

Reviews and Amendments

Ref No.	Date	Amendment	Inserted by
1	14/06/18	Major Revision	E Prance
2	01/08/18	Change of regulation reference to 'as amended' and removed listed amended examples to cover regulation and subsequent regulation updates. Section 1, p.3 Section 2.2, p.5 Section 5.1.3, p.18 Appendix G, p.50	E Prance
3	01/08/18	Update MGN reference to MGN 563 the latest MGN in respect to Port Waste Management superseding previous MGN's. Section 2.2, p.5 Section 5.1.3, p.18 Section 6.4, p.32	E Prance
4	01/08/18	Clarification of responsibilities for Waste Management by terminal and refer to Table 2 p.12 Section 5.1.3, p.18	E Prance
5	01/08/18	Update table 3 to include Marpol Annex VI Section 5.2, p.19	E Prance
6	01/08/18	Correction to Noxious / Hazardous substance categories. Table 4, p.24	E Prance
7	08/08/18	Added email address for complaints. Section 6.5, p.33	E Prance
8	08/08/18	Ship Non-compliance procedure added, contents list updated and added to Appendix J for Notice to Vessels Section 6.4, p.32 & p.60	E Prance
9	08/08/18	Addition of greater detail of waste landed and retained on board for past 3 years. Appendix H, p.51	E Prance
10	08/08/18	Waste notification procedure, Ship non-compliance and Complaint Procedure added to information given to visiting vessels. Appendix J, p.60	E Prance
11	08/08/18	Change of image of Waste Receptacle with signage provided by new waste service provider – Biffa. Appendix K, p.66	E Prance
13	15/09/18	Update of FEL positions following consult with Biffa Table 5 p.25 and Port plans Appendix I p.55	E Prance
14	17/09/18	Addition of table for summary of comments from consultation period Table 7 p.31	E Prance
15	26/09/18	Update comments table following comments from NRW Table 7 p.31	E Prance
16	26/09/18	Update of reference to legislation, the Environmental Permitting (England and Wales) Regulations 2016 (as amended) Page 5	E Prance
17	27/09/18	Update of ICW FAQ - description of receptacle in line with new Biffa Skips, update of link to plan on web site. Annex M p.69	E Prance
18	27/09/18	Addition of The Water Resources (Control of Pollution) (Oil Storage) (Wales) Regulations 2016 Section 2.8 p.10	E Prance
19	27/09/18	Renumber document due to changes / additions.	E Prance
20	27/11/18	Update of contact details for Animal Plant Health Agency.	E Prance
21	15/03/2021	Change of Plan Validity dates.	E Prance
22	15/03/2021	Removal of information regarding change of service provider. Section 1 p.3.	E Prance
23	07/04/2021	Change reference to Port Waste Management Planning – 'Guide to good practice' as now incorporated into MGN 563. Section 1 p.3. Section 6.2 p.33.	E Prance

ABP South Wales Port Waste Management Plan

Ref No.	Date	Amendment	Inserted by
24	09/04/2021	Update FAQ in light of recent change to Defra guidelines for ICW, p.68, Appendix M	E Prance
25	09/04/2021	Changed extract from N2M to reflect change in Defra guidance for ICW, p.62, Appendix J.	E Prance
26	12/05/2021	Change of reference to legislation. Merchant Shipping (Port Waste Reception Facilities) Regulations 2003. Section 2.1 p.4.	E Prance
27	12/05/2021	Updated opening paragraph with reference to European legislation. Section 2.2 p.5	E Prance
28	12/05/2021	Update legislation reference 2011 revoked, 2014 in place. Section 2.5 p.6.	E Prance
29	20/05/2021	Change of contact details for report of inadequacies. Section 6.3, p.33.	E Prance
30	20/05/2021	Change date of next review. Section 6.7, p.35.	E Prance
31	12/08/2021	Change wording of definition of Domestic food waste from European Union to United Kingdom. Appendix A, p.37.	E Prance
32	12/08/2021	Update Agent contact list. Appendix D, p.45.	E Prance
33	12/08/2021	Update Waste Contractor list. Appendix E, p.47.	E Prance
34	23/08/2021	Update all waste figures. Appendix H, p.51.	E Prance
35	23/08/2021	Addition of facility at Port Talbot. Appendix I, p.58.	E Prance
36	03/09/2021	Changed wording now that facilities are in place in Port Talbot lock at request of MCA. Section 3.1, p.12.	E Prance
37	03/09/2021	Error year of legislation, corrected. Change year of last testing OPRC. Section 3.6, p.14.	E Prance
38	07/09/2021	Change wording to define ICW in line with Defra guidelines, arrangements for disposal and processing by Biffa. Section 2.5, p.6. Section 5.2.6, p.22. Section 5.2.8, p.23.	E Prance
38	09/07/2021	Add Port Talbot to table of facilities. Section 5.3, p.25.	E Prance
39	09/07/2021	Deleted/Changed reference to food wastes following recent changes to categorisation of food wastes by Defra. Section 5.4, p.26.	E Prance
40	09/07/2021	Updated reference to Animal By-Products (Enforcement) (Wales) Regulations 2014. Section 6.1, p.29.	E Prance
41	09/07/2021	Change date of next review. Section 6.1, p.32.	E Prance
42	16/09/2021	Updated Contact details for terminals. Section 3.4, p.13.	E Prance
43	28/09/2021	Updated details of correspondence undertaken and received. Table 7, p.31.	E Prance
44	21/10/2022	Change of Declaration form link to Defra form. Section 2.5, p.9.	E Prance
45	30/11/2023	Table 5 updated to reflect change of facilities; no customer/vessels so waste reception facility B1 removed. Section 5.3, p.25	E Prance
46	30/11/2023	Port of Barry Map updated to reflect change of facilities; no customer/vessels so waste reception facility B1 removed. Annex 1, p.55	E Prance
47	30/11/2023	References to MGN 563 updated with (as amended) to ensure all future amendments are covered by the plan. Introduction, p.3. Section 2.2, p.5. Section 5.1.3, p.18. Section 6.2, p.33. Section 6.5, p.34. Appendix B, p.39.	E Prance
48	06/12/2023	Addition of Cardiff Office local MCA contact details. Section 6.4, p.34.	E Prance
49	06/12/2023	Updated MCA contact details and added email address. Section 6.5, p.34.	E Prance
50	06/12/2023	Addition of complaint guidance for Masters of Foreign vessels. Section 6.5, p.34.	E Prance
51	14/12/2023	Updated Notice to Masters - information supplied to visiting vessels – added link to the PWMP and informed further information for contact of waste service providers and charging system. Addition of complaint guidance for Masters of Foreign vessels. Screen shots of information provided to vessels in Appendix J, from p.59.	E Prance
52	10/01/2024	Updated wording from 'European Union' to 'United Kingdom'. Section 5.2.4 p.20	E Prance

ABP South Wales Port Waste Management Plan

Ref No.	Date	Amendment	Inserted by
53	10/01/2024	Updated table of Approved Waste Contractors to include Hazardous Wastes and contact number for BIFFA. Appendix E, p.46.	E Prance
54	10/01/2024	Addition of WEEE waste to description of waste streams. Section 5.2.5, p.21.	E Prance
55	10/01/2024	Removed incorrect statement about recycling. Section 2.6, p.9.	E Prance
56	10/01/2024	Updated the section to better reflect the present situation around recycling in SW Ports. Section 5.2.8, p.22-23.	E Prance
57	10/01/2024	Updated reference to food waste of UK/non-UK origin. Table 4, p.24.	E Prance
58	16/01/2024	Link to 'ABP South Wales Port Charges' Document which includes up to date Mandatory Waste Fee. Section 5.5, p.26.	E Prance
59	16/01/2024	Cost of Service – Mandatory Waste Fee updated. Table 4, p.24.	E Prance
60	08/01/2025	Addition of Waste Separation Requirements (Wales) Regulations 2023. Section 2.10, p.14.	E Prance
61	08/01/2025	Change of Number of Ports from 21 to 20. Section Introduction, p.8.	E Prance
62	08/01/2025	Reference as to where copies of the plan will be held, inserted link to sharepoint & ABP SW website, uncontrolled when printed. Section Introduction, p.8.	E Prance
63	08/01/2025	Inserted map of ports. Removed context around TATA's use of the harbour as shipping has ceased. Section 3.1, p.15.	E Prance
64	08/01/2025	Removed as INDEPENDENT TERMINALS ADOPTED UNDER ABP PLAN as adopted 19 years ago and incorporated in main part of plan. Section 3.5, p.16.	E Prance
65	08/01/2025	Change of section name to Environmental Designations and inclusion of map. Section 3.6, p.17-18.	E Prance
66	08/01/2025	Change of Contact number for Cardiff LPS. Section 5.2.1 + 5.1.3, p.23.	E Prance
67	09/01/2025	Inclusion of reassessment of facilities for the writing of this plan. Section 6.3, p.34.	E Prance
68	09/01/2025	Updated waste notification/delivered/costs data summaries. Appendix I, p.51.	E Prance
69	09/01/2025	Updated Port Maps depicting berths serviced under new arrangement. Appendix J, p.55.	E Prance
70	10/01/2025	Updated terminal contact details. Section 3.4, Table 2, p.16.	E Prance
71	10/01/2025	Updated Agent contact details. Appendix D, p.42.	E Prance
72	14/01/2025	Amendment record moved to beginning of document. P.2.	E Prance
73	14/01/2025	Information added around change of Service provider and summary description of service. Section 5.2.4, p.23.	E Prance
74	14/01/2025	Updated ICW reference as service is now provided. Section 5.2.5, p.23, 5.2.6, p.24.	E Prance
75	15/01/2025	Update Table 4 Marpol V columns to reflect new service provision. Table 4, p.27.	E Prance
76	15/01/2025	Removal of Table 5 as the model is now mobile collections. Change of wording to considerations including update to the present model for collections. Section 5.3, p.27.	E Prance
77	15/01/2025	Update of cost of facilities description. Section 5.5, p.28.	E Prance
78	15/01/2025	Updated link to Tariff and description of calculations. Appendix H, p.50.	E Prance
79	15/01/2025	Update of expected recycling rates and explanation of routes for disposal of waste streams. Section 5.2.8, p.25.	E Prance
80	17/01/2025	Change of wording reflecting the new mobile service. Section 6.6, p.35.	E Prance
81	17/01/2025	Updated change of Main contractor and services provided. Appendix E, p.46.	E Prance
82	17/01/2025	Port Plans updated with newer plans and berth service locations. Appendix J, p.55.	E Prance
83	17/01/2025	Update with GD Environmental details and change of disinfectant and location/method of disposal. Appendix M, p.69.	E Prance
84	17/01/2025	Updated Information leaflet for visiting vessels to reflect changes to Ship's waste Provision plus inclusion of leaflet for waste contractor & vessels. Appendix K, p.60.	E Prance
85	17/01/2025	Updated FAQ to reflect changes to Ship's waste Provision. Appendix N, p.71.	E Prance
86	20/01/2025	Updated to reflect changes from fixed facilities to mobile collections. Section 5.4, p.28.	E Prance

ABP South Wales Port Waste Management Plan

Ref No.	Date	Amendment	Inserted by
87	12/02/2025	Inclusion of new WTN to record exchange between vessel and GD Environmental. Appendix F, p. 47.	E Prance
88	12/02/2025	Addition of Waste transfer docket and subsequent Appendices renumbered. Appendix G, p.49.	E Prance
89	12/02/2025	Insert of vehicle providing collection service plus identification of CAT 1 materials. Appendix L, p. 68.	E Prance
90	17/03/2025	Update Table 4 Marpol V columns to reflect new service provision fees. Table 4, p.27.	E Prance

Contents

1.0 INTRODUCTION	8
2.0 LEGISLATION	9
2.1 MARPOL REGULATIONS	9
Category of Waste.....	9
Types of waste for reception.....	9
I.....	9
2.2 MERCHANT SHIPPING AND FISHING VESSELS (PORT WASTE RECEPTION FACILITIES) REGULATIONS 2003 (as amended).....	9
2.3 THE ENVIRONMENTAL PROTECTION ACT 1990 – DUTY OF CARE	10
2.4 WASTE MANAGEMENT LICENSING	10
2.5 ANIMAL BY-PRODUCTS (Enforcement) (Wales) REGULATIONS 2014	11
2.6 WASTE (ENGLAND AND WALES) REGULATIONS 2011	12
2.7 THE LANDFILL REGULATIONS	13
2.8 HAZARDOUS WASTE REGULATIONS.....	13
Hazardous waste must not be placed in the general garbage facilities, which are for the disposal of EU derived Annex V waste streams only. Should a ship wish to land hazardous waste streams, they should contact an approved waste contractor directly as per the arrangements outlined in section 5.2 of this plan.	13
2.9 THE WATER RESOURCES (CONTROL OF POLLUTION) (OIL STORAGE) (WALES) REGULATIONS 2016 14	
2.10 WASTE SEPARATION REQUIREMENTS (WALES) REGULATIONS 2023.....	14
3.0 ABP SOUTH WALES PORTS.....	15
3.1 THE PORTS OF SOUTH WALES.....	15
3.2 LOCATION OF THE PORT ESTATES	15
3.3 FACILITIES & CARGOES HANDLED	15
3.4 TERMINALS & CARGOES HANDLED.....	16
3.5 ABP SOUTH WALES REGIONAL EMERGENCY ARRANGEMENTS.....	17
3.6 ENVIRONMENTAL DESIGNATIONS	17
4.0 PRIOR NOTIFICATION OF WASTE TO BE LANDED	18
4.1 LEGAL REQUIREMENT	18
4.2 ABP PRIOR NOTIFICATION SYSTEM	19
Figure 1 Prior Notification System.....	20
4.3 BACK-UP SYSTEM	20
5.0 PROVISION OF WASTE RECEPTION FACILITIES	21
5.1 RESPONSIBILITIES	21
5.2 PROVISION OF RECEPTION FACILITIES BY MARPOL ANNEX	22
5.3. LOCATION OF FACILITIES.....	28
5.4. SIGNAGE OF FACILITIES.....	28
5.5. COST OF FACILITIES.....	28
5.6 COSTS ASSOCIATED WITH MARPOL WASTES	29
5.7 CARGO-ASSOCIATED WASTES	30
5.8 VESSELS FALLING OUTSIDE THE SCOPE OF THE REGULATIONS'	30

6.0 CONSULTATION, COMMUNICATION AND REVIEW	31
6.1. CONSULTATION	31
Table 5 Individuals and organisations consulted.....	32
6.2 DATA COLLECTION	33
6.3 ASSESSING THE NEED FOR WASTE RECEPTION FACILITIES	34
6.4 SHIP NON-COMPLIANCE.....	35
6.5 COMPLAINT PROCEDURE.....	35
6.6 INFORMATION / COMMUNICATION.....	35
6.7 REVIEW PROCEDURE	36
APPENDICES.....	37
APPENDIX A - DEFINITION OF MARPOL ANNEX V – GARBAGE.....	38
APPENDIX B - FURTHER INFORMATION ON THE APPLICABILITY OF THE PORT WASTE RECEPTION FACILITIES REGULATIONS.....	39
APPENDIX C - CONSULTEES / EXMAPLE CONSULTATION CORRESPONDENCE	41
APPENDIX D - SHIPS' AGENTS FOR ABP SOUTH WALES PORTS.....	43
APPENDIX E - APPROVED WASTE CONTRACTORS FOR ABP SOUTH WALES.....	46
APPENDIX F – PRIOR NOTIFICATION FORM FOR SHIP GENERATED WASTES.....	47
APPENDIX G – EXAMPLE OF WASTE TRANSFER DOCKET	49
APPENDIX H - CALCULATIONS FOR THE ABP MANDATORY WASTE FEE.....	50
APPENDIX I - PAST 3 YEARS BREAKDOWN OF WASTE DELIVERED AND RETAINED ON BOARD AND SUMMARY MARPOL ANNEX V WASTES GENERATED BY SHIPS LANDED AT ABP SOUTH WALES PORTS AS PER CERS DECLARATIONS.....	51
APPENDIX J - MAPS OF ABP SOUTH WALES PORTS SHOWING BERTHS COVERED BY MOBILE WASTE COLLECTION SERVICE.....	55
APPENDIX K - EXAMPLES OF INFORMATION LEAFLETS FOR ABP SOUTH WALES PORTS.....	60
APPENDIX L - SHIPS WASTE MOBILE COLLECTION FACILITIES AT ABP SOUTH WALES PORTS.....	68
APPENDIX M - PROCEDURE FOR UNINTENTIONAL ICW CONTAMINATION.....	69
APPENDIX N - SOUTH WALES REGIONAL PORT WASTE MANAGEMENT PLAN FAQ.....	71

1.0 INTRODUCTION

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) are applicable to any harbour or terminal within the UK. Every harbour authority and terminal operator is required by these Regulations to provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question, without causing undue delay to ships. The Regulations also require ship-generated garbage, sewage and waste arising from cargoes and associated activities to be addressed in Port Waste Management Plans. This Plan outlines the arrangements made for these waste streams at the South Wales Ports of Newport, Cardiff, Barry, Port Talbot and Swansea, 5 of 20 ports and terminals owned and operated by ABP in the UK.

Separate arrangements will be made to deal with the waste from vessels that fall outside the scope of these regulations. The categories and the arrangements made are outlined in Appendix B.

This Plan has been prepared taking into account the advice contained in the Maritime & Coastguard Agency's MGN 563 (M+F) (as amended) Amendment 1 - Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments which has the Guide to Good Practice incorporated into the MGN main body and Annex E. It will be submitted for approval, in the first instance, to the local office of the MCA. Once approved, copies will be held at the MCA offices in Southampton and will be publicly available on ABP's website (https://www.southwalesports.co.uk/Port_Information/Waste/). The master version will be held electronically internally on ABP South Wales' Marine Safety Management System 'Emergency Preparedness & Response' pages on the ABP Intranet. This plan will be reviewed in three years' time, as stipulated by the 2003 regulations (as amended), although the Plan may be required to be amended at a shorter interval if significant changes in operations have taken place.

2.0 LEGISLATION

2.1 MARPOL REGULATIONS

The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78) aims to regulate and minimise pollution from ships. MARPOL 73/78 covers the six main forms of ship generated waste in six specific annexes which are summarised in Table 1.

Table 1: MARPOL Regulations relating to reception facilities

Annex	Category of Waste	Annex in force?	Reception facilities required?	Types of waste for reception
I	Oil	ü	ü	Covers all types of wastes from the carriage of oil: as fuel, engine room slops, cargo (tank washings) or dirty ballast water.
II	Noxious liquid substances in bulk	ü	ü	Chemical wastes derived from bulk chemical transportation, including residues and mixtures containing noxious substances
III	Harmful substances carried by sea in packaged form	ü	ü	-
IV	Sewage from ships	ü	ü	Raw sewage – retained in holding tanks for disposal in port or outside 12nm Partially treated sewage – retained in holding tanks for disposal in port or outside 3nm
V	Garbage from ships	ü	ü	Garbage includes domestic (food and packaging) and operational (maintenance, cargo and miscellaneous) wastes See Appendix A
VI	Air pollution from ships	ü	ü	Reception facilities for exhaust gas residues

MARPOL Regulations for the provision of reception facilities for ship generated waste are installed in UK legislation by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended). These regulations require harbour authorities and terminal operators to provide reception facilities for ships, which, in their opinion, are using the harbour or terminal for a primary purpose other than using the reception facilities. The facilities must be adequate (of sufficient capacity and appropriate design) to meet the needs of ships using them without causing them undue delay.

The facilities can be fixed installations or mobile conveyances, as appropriate. It is for the operator to decide which combination or types of facilities would be most suitable and a reasonable charge can be made for the use of the facilities.

For details of the waste reception facilities in place at ABP South Wales Ports for the above MARPOL annex wastes, please see [Section 5.2](#) of this plan.

2.2 MERCHANT SHIPPING AND FISHING VESSELS (PORT WASTE RECEPTION FACILITIES) REGULATIONS 2003 (as amended)

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (As Amended) transpose the requirements of Directive 2000/59/EC of the European Parliament and Council on for reception facilities for ship-generated waste and cargo residues, as amended, into UK law. The MCA's Marine Guidance Note 563 (as amended) provides guidance on the Regulations. In 2019, Directive (EU) 2019/883 of the European Parliament and of the Council repealed Directive 2000/59/EC. However, at the time of preparation of this plan the 2003 Regulations remain in force in England and Wales.

Under these regulations every harbour authority and terminal operator (including marinas) is required to:

- provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal in question, without causing undue delay to ships.
- produce Waste Management Plans detailing the provisions made and to submit them to the Secretary of State for Transport for his approval.
- impose mandatory charges to visiting vessels to cover the costs of waste reception facilities for ship-generated waste.

In summary, the requirements of ships under the 2003 regulations as amended are:

- Ships must provide notification before entry into port of the waste they will discharge, including information on types and quantities
- Ships must deliver their waste to port reception facilities before leaving port, unless they have sufficient dedicated storage capacity for the waste and for it to be accumulated until the next port of call
- Ships must pay a mandatory charge to significantly contribute to the cost of port reception facilities for ship-generated waste, whether they use them or not.

Vessels which satisfy certain criteria – that they operate a ‘scheduled’, ‘frequent’ and ‘regular’ service between ports, according to the definitions contained in Marine Guidance Note 563 (as amended) – will be exempted from the requirements relating to advance notification of waste, mandatory discharge of waste and payment of a charge to cover the provision of reception facilities. See appendix B for further details.

2.3 THE ENVIRONMENTAL PROTECTION ACT 1990 – DUTY OF CARE

The Environmental Protection Act 1990 imposes a Duty of Care on all persons in the waste management chain to take all reasonable measures to ensure that waste is safely and legally disposed of. The waste must be safely contained, may be transferred only to appropriately licensed persons and a Waste Transfer Note (WTN), containing specified information, including an accurate description of the waste to ensure it is correctly disposed of or treated, must be completed by the two parties when waste changes hands. These WTNs must be kept for a minimum of two years.

ABP accepts that it has a Duty of Care for the garbage landed by vessels into the bins we provide on our managed berths. We receive Waste Transfer Notes from licensed waste management contractors when they remove this ship-generated waste for onward disposal. However, ABP will not be considered as the ‘waste producers’. ABP are a registered Waste Broker to enable us to arrange for third parties’ waste disposal.

If any other waste transfers are undertaken by a direct contract method (i.e. between the Master/Agent and the waste contractor directly), it is not a requirement for the port authority to receive a copy of the Waste Transfer Note.

2.4 WASTE MANAGEMENT LICENSING

The temporary storage of waste at reception facilities for ships in harbours is an activity that is exempt from the need for waste management licensing. This is set out in Section 36 of the Schedule 3 of the Waste Management Licensing Regulations 1994”, which states that:

“36. (1) *The temporary storage of waste consisting of garbage, including any such waste which is special waste, at reception facilities provided within a harbour area in accordance with the Merchant Shipping (Reception Facilities for Garbage) Regulations 1988, where such storage is incidental to the collection or transport of the waste and so long as –*

- (a) *the amount of garbage so stored within a harbour area at any time does not exceed 20 cubic metres for each ship from which waste has been landed; and*
- (b) *no garbage is so stored for more than seven days.”*

The Waste Management Licensing Regulations 1994 have since been repealed in England and Wales (still valid in Scotland) and this exemption is now included in Schedule 25. (Part 3) of The Environmental Permitting (England and Wales) Regulations 2016 (as amended), which is detailed as follows:

Temporary storage at the place of production

2. (1) *The temporary storage of any waste at the place of production, pending its collection.*
- (2) *For the purposes of this paragraph, the conditions are—*
 - (a) *no waste is stored for longer than 12 months; and*
 - (b) *the waste is stored in a secure place.*

Although we do not have to register these exemptions we must still comply with the terms and conditions of the exemptions.

2.5 ANIMAL BY-PRODUCTS (Enforcement) (Wales) REGULATIONS 2014

These Regulations enforce, in Wales, the laying down of health rules for animal by-products and derived products not intended for human consumption. The Regulations came into force on 28 March 2014 and include in their scope a way of disposing catering waste from international means of transport including all aircraft, ships, yachts, boats, vehicles and pleasure craft belonging to commercial companies, private individuals or the armed forces. The new regulations provide clarification on the implications of these Regulations for food waste landed in ports. The obligations vary according to the categorisation of the material, the higher risk animal by-product is categorised as Category 1 material, next in risk is Category 2 and then Category 3 material.

The Regulations no longer differentiate between waste from food which originated within the European Union and that which originated from outside. It stipulates that there shall be different methods and disposal routes for UK and non-UK food waste and that if the two waste streams are mixed, then the whole amount of waste shall be disposed of at the higher treatment level. DEFRA guidance states that any vessel which has been outside the UK during its voyage will be deemed to have International Catering Waste (ICW) on board regardless as to whether provisions were taken on within or outside of the UK. Catering waste is defined in the regulations as 'All waste food, including used cooking oil originating in restaurants, catering facilities and kitchens including central kitchens and household kitchens. All foodstuffs in stores, which are destined for human consumption on board a vessel is determined to be part of the catering facilities.

Vessels sailing solely within the UK, Channel Islands and Isle of Man will be able to deposit their galley waste into general waste bins along with other domestic refuse from the crew's quarters. This waste can be disposed of through normal waste disposal routes and without any special arrangements being made. However, food waste that originates from outside the UK, Channel Islands and Isle of Man, carried into the UK on a vessel that has sailed from a non-UK port, must be disposed of via separate arrangements.

The catering waste produced from these international vessels falls into two distinct risk categories, depending on the journey made by the vessel. These are:

High risk category 1 All International Catering Waste (ICW) – from means of transport operating internationally (i.e. outside of the UK, Channel Islands and Isle of Man); and

Low risk category 3 catering waste – from means of transport not operating internationally (i.e. within the UK, Channel Islands and Isle of Man).

ICW is subject to strict handling and disposal controls under these regulations, to prevent the introduction of exotic notifiable diseases, such as Foot and Mouth disease, into the UK.

Catering waste from means of transport only operating within the UK, Channel Islands and Isle of Man can be handled in the same way as domestic catering waste. Domestic catering waste can be:

- treated in an ABP-approved compost, biogas or rendering plant.
- Incinerated.

- applied to land, as long as farm animals and vermin cannot access it. Good practice to avoid farm animal and vermin access would be to deeply plough it into arable, horticultural or non-agricultural land and to avoid reseeding for pasture use until the material has fully rotted down in the next growing season;
- buried in landfill under the control of Environmental / Waste legislation and Domestic Regulations; or
- treated in a biodiesel plant (fat fraction as in Used Cooking Oil). If the plant is only receiving untreated catering waste, as in Used Cooking Oil sourced from catering sources, it does not need approval under the regulations but would be subject to environmental controls.

Under Article 12 of the regulations, Category 1 ABP can only be disposed of in the following ways in order of waste hierarchy:

- used for the manufacture of derived products referred to in Articles 33, 34 and 36 of the regulations and placed on the market in accordance with those articles. This would include Used Cooking Oil (ICW) intended for the production of biodiesel in a plant approved under the ABP Regulations;
- used as a fuel for combustion, with or without prior processing;
- by co-incineration with energy recovery (as for incineration below);
- as waste by incineration: directly without prior processing following processing (methods 1-5) and permanent marking by use of Glyceryl Tri-Heptanoate (GTH);
- disposal by pressure sterilisation and deep burial in an authorised landfill; or
- in the case of ICW, disposal by deep burial in an authorised landfill. This is the only type of category 1 ABP, which can be disposed of in this way. No pre-treatment is required.

The Maritime Coastguard Agency (MCA) has advised, that while the DEFRA decision to define food wastes and associated packaging from within the EU is now to be classed as ICW, the Waste Reception Facilities Port Waste Management Plan need only make provision for any food waste requiring disposal to be dealt with under the same 'direct contract' arrangements employed for oily waste, sewage or another special MARPOL waste streams. All food refuse from these ships must be brought ashore in leak-proof bags and deposited in the special bins brought to the ship by authorised waste contractors who will receive and dispose of the waste according to the appropriate regulations.

The master of a merchant boat, ship or fishing vessel has specific responsibilities for his/her waste. The business operating the vessel may delegate responsibility to a company offloading the vessel, or to a port authority to deal with as per their waste management plan, but the generator of the waste has ultimate responsibility for ensuring that the waste food is identified and disposed of according to the regulations (as ICW where appropriate), including the requirements for use of commercial documentation and record keeping. There is therefore a duty of care on the generator to audit businesses working on their behalf to ensure that the disposal is taking place according to the Regulation.

Once offloaded from the vessel, ICW must be placed in a dedicated, covered, leak proof skip or other suitable container. It should be transported without undue delay or by agreement with the local Regional or Divisional AHVLA Office. Any vehicles or skips/containers containing ICW should be cleansed and disinfected with a Defra approved disinfectant following each use.

2.6 WASTE (ENGLAND AND WALES) REGULATIONS 2011

The new Waste (England and Wales) Regulations 2011 came into force on 29 March 2011. They update some aspects of previous waste controls implemented under the Environmental Protection Act 1990. The Environmental Protection Act 1990 imposes a Duty of Care on all persons in the waste management chain to take all reasonable measures to ensure that waste is safely and legally disposed of. The waste must be safely contained, may be transferred only to authorised persons and a Waste Transfer Note (WTN), containing specified information must be completed by the two parties when waste changes hands. WTNs must be kept for a minimum of two years whilst Consignment notes are to be kept for a minimum of three years.

In summary, the new waste regulations implement the revised Waste Framework Directive and:

- require businesses to confirm that they have applied the waste management hierarchy when transferring waste and to include a declaration on their waste transfer note or consignment note;
- introduce a two-tier system for waste carrier and broker registration, which includes those who carry their own waste, and introduces a new concept of a waste dealer;
- make amendments to hazardous waste controls and definition; and
- exclude some categories of waste from waste controls, notably animal by-products whilst include a small number of radioactive waste materials.

As of 28 September 2011, whenever waste is passed on to someone else, the waste producer is now required to declare on the waste transfer note, or consignment note for hazardous waste, that they have applied the waste management hierarchy.

The Welsh Assembly Government have produced general guidance notes for the handling and disposal of ICW landed from vessels which have visited non-EU countries – see <https://beta.gov.wales/animal-products-guidance>

In all of ABP's ports for vessels that have previously operated outside the UK, only those which have made a declaration that all their ships stores have been completely emptied, cleaned, disinfected and restocked following their last international voyage (including EU) will be able to deposit their galley waste into general garbage bins along with other domestic refuse from the crew's quarters. Defra have published a revised declaration form for disposal of catering waste from a vessel that has travelled within the UK, Channel Islands or Isle of Man. The form is available online [HERE](#). If this is not the case then galley waste from ships that have previously been engaged in international voyages (including EU) will be treated as International Catering Waste as per the arrangements outlined in [section 5.2](#) of this plan.

2.7 THE LANDFILL REGULATIONS

The Landfill (England and Wales) Regulations 2002 (as amended) and the Landfill (Scotland) Regulations 2003 (as amended) introduce a requirement to pre-treat waste, prior to disposal at landfill. Waste will have been considered to be pre-treated if it has undergone a physical, thermal or biological process including sorting that:

- changes the characteristics of the waste and
- does so in order to reduce its mass or reduce its hazardous nature or facilitate its handling or enhance its recovery.

In practice, this requirement will be implemented by the introduction of waste recycling facilities where appropriate.

2.8 HAZARDOUS WASTE REGULATIONS

Waste is defined as being 'hazardous' if it appears as a * entry in the European Waste Catalogue 2002 and includes items such as batteries or fluorescent light tubes. For a full listing of all hazardous waste categories, visit <http://www.environment-agency.gov.uk/business/topics/waste/32180.aspx>

Hazardous waste must not be placed in the general garbage facilities, which are for the disposal of EU derived Annex V waste streams only. Should a ship wish to land hazardous waste streams, they should contact an approved waste contractor directly as per the arrangements outlined in section 5.2 of this plan.

Prior to the removal of the waste within the South Wales Ports the ship's Master or their agent when acting on their behalf, has a responsibility to obtain and complete a consignment note from the registered waste contractor. The Harbour Master must also be informed prior to any removal of hazardous wastes by tanker.

The Master of the ship must:

- Prepare two copies of the consignment note for himself and the consignee (waste contractor)
- Complete parts A, B and D on each copy

- Retain a copy (keep for 3 years)
- Give one copy to the operator of the reception facility (consignee) [In ABP ports this would be the waste contractor.]

Part C of the consignment note is not completed for this transfer.

The consignee (the waste contractor) then completes Part E of the consignment note, which contains details of the total quantity of waste received from the ship for each EWC (European Waste Catalogue) coded waste. Both the waste contractor and the Master of the vessel should each receive a completed copy of the consignment note. As long as the transfer is undertaken by a direct contract method (i.e. between the Master/Agent and the waste contractor directly), it is not a requirement for the port authority to receive a copy of the consignment note.

Ships are exempt from the need to register as a hazardous waste producing premises, regardless of the amount of waste produced. However, a consignment note must still be produced and should feature a unique consignment note code – see [section 5.2.4](#) of this plan for instructions regarding this.

2.9 THE WATER RESOURCES (CONTROL OF POLLUTION) (OIL STORAGE) (WALES) REGULATIONS 2016

ABP, its tenants, licensed berth operators, customers and others using any of the South Wales Ports should pay due regard to The Water Resources (Control of Pollution) (Oil Storage) (Wales) Regulations 2016. In general terms these regulations require anyone in Wales who stores more than 200 litres of oil, to provide more secure containment facilities for tanks, drums, Intermediate Bulk Containers (IBCs) and mobile bowsers. This is to prevent oil escaping into the environment.

Where the legislation applies if oil is being stored less than 10 metres away from any inland freshwaters or coastal waters; or less than 50 metres away from a well or borehole a person who has custody or control of oil must ensure that the oil is stored in a container which is of sufficient strength and structural integrity to ensure that it is unlikely to burst or leak in ordinary use; has been installed without adversely affecting that strength and structural integrity; and is situated within a secondary containment system.

The secondary containment system which could be a drip tray, an area surrounded by a bund or catchpit, or any other system for preventing oil which is no longer in its container from escaping from the place where it is stored must have sufficient capacity to prevent oil escaping into the environment, requirements are set out in the legislation.

If in doubt if this applies or for clarification the full legislation can be found here: <http://www.legislation.gov.uk/wsi/2016/359/introduction/made>

2.10 WASTE SEPARATION REQUIREMENTS (WALES) REGULATIONS 2023

In April 2024 new recycling regulations came into force, The Waste Separation Requirements (Wales) Regulations 2023 also apply to ships waste. They state that recyclable waste in Wales must be collected separately from other waste streams. The aim is to keep materials in use for as long as possible, which brings with it significant economic opportunities. With the cost of materials rising, more effectively keeping high quality materials that can then go back into the economy and support our supply chains will bring savings. Natural Resources Wales may now issue penalties and notices to non-compliant organisations.

The following waste streams must be presented separately for collection:

- (a) glass.
- (b) cartons and similar, metal and plastic.
- (c) paper and card.
- (d) food waste (in the case of shipping likely to be Category 1 Food Waste/ICW).
- (e) unsold small waste electrical and electronic equipment
- (f) unsold textiles.

3.0 ABP SOUTH WALES PORTS

3.1 THE PORTS OF SOUTH WALES

Associated British Ports owns and operates the South Wales ports of Swansea, Port Talbot, Barry, Cardiff, and Newport.



The proximity of all ports to good road links ensures easy access for waste contractors and good accessibility to waste management facilities.

Information on all South Wales Ports and information for Masters of Visiting vessels can be found here: <http://www.southwalesports.co.uk/> Port maps are in [Appendix I](#).

All relevant notice to mariners available here: <http://www.southwalesports.co.uk/Notices/>

To register to receive emails of Notice to Mariners register here: <https://www.southwalesports.co.uk/enquiries/Home/RegisterForEmails/4>

3.2 LOCATION OF THE PORT ESTATES

The Port of Swansea is an enclosed dock system on the north side of Swansea Bay consisting of two main docks, Kings and Queens Docks, and a third Dock, The Prince of Wales, which is now used mainly as a marina accepts limited commercial traffic.

Port Talbot's enclosed dock lies on the north-east of the bay and consists of a single dock with several branches. Close east is the entrance to Port Talbot Tidal Harbour which contains a large deep-water jetty for handling bulk cargoes of coal and iron ore.

The Port of Barry lies to the north and east of Barry Island and consists of two docks, No 1 and No 2, accessed through the Lady Windsor Lock or No 3 Dock Basin.

The Port of Cardiff consists of three interconnected docks, Queen Alexandra Dock, Roath Dock, and Roath Basin. Entrance is through the Queen Alexandra Lock.

The Port of Newport lies to the north of the mouth of the River Usk and is accessed via the lower reaches of the river. It consists of two docks, North and South; entrance is through the South Dock Lock.

3.3 FACILITIES & CARGOES HANDLED

All of the ports handle a variety of general cargoes including petroleum products, coal, steel, wood pulp, timber, scrap, fertilizer, animal feed and marine-dredged aggregates. There are also occasional visits from cruise vessels.

3.4 TERMINALS & CARGOES HANDLED

Table 2 Terminals at ABP South Wales Ports

	Cargo	Contact	Tel.	Berth PWMP	Address
BARRY					
Navigator	Liquid Bulks			ABP Plan	Navigator Terminals Windmill Limited, Hayes Road, Barry, Vale of Glamorgan, CF64 5RZ
Scotts Timber	Timber			ABP Plan	Atlantic Building Atlantic Way, Barry CF63 3RG
South West Wood Products	Waste wood			ABP Plan	Berth 31 Port of Barry, Wimborne Road Barry CF63 4AB
CARDIFF					
EMR	Scrap			ABP Plan	Dowlais Wharf, Roath Dock, Cardiff, CF10 4ED
Hansons	Aggregates Sand			Berth Responsible	Roath Dock, Cardiff, CF10 4ED
Breedons	Aggregates Sand			Berth Responsible	Roath Dock, Cardiff, CF10 4ED
Donald Ward Ltd	Scrap			ABP Plan	Cold Store Road, Cardiff
Valero	Liquid Bulks			ABP Plan	Compass House, Queen Alexandra Dock, Cardiff South Glamorgan, CF10 4LT
Cemex	Cement			Berth Responsible	Cold Stores Road, Empire Wharf, Cardiff CF10 4LW
NEWPORT					
Unimetals	Scrap			Berth Responsible	North Side, South Dock, Alexandra Dock, Newport, NP20 2WE
Breedons	Aggregates			Berth Responsible	Alexandra Dock, Newport, NP20 2UW
Bayliss Metals	Scrap			ABP Plan	Alexandra Dock, South Dock, Newport NP20 2NQ
Atlas Commodities Ltd	Scrap			ABP Plan	Alexandra Docks, Newport NP20 2WE
CEMEX	Cement			ABP Plan	South Dock Alexander Dock, Newport NP20 2NQ
South West Wood Products	Waste wood			ABP Plan	North Side of East Lock, South Dock, Alexandra Dock, Newport, NP20 2WE
PORT TALBOT					
Hansons Cement	Cement			Berth Responsible	Port Talbot Works, Rio Tinto Wharf, Port Talbot Docks, Port Talbot SA13 1 RA
Dyfed Reinforcements	Steel			Berth Responsible	Talbot Wharf, Port Talbot SA13 1RH
SWANSEA					
Premier Cement	Cement			Berth Responsible	Shed E, Kings Dock, Swansea, SA1 8QT
Swansea Dry Dock	N/A			Berth Responsible	Swansea Drydocks Limited Prince of Wales Dry Docks , Swansea. SA1 1LY
Breedons	Sand			Berth Responsible	11 Hoist, Kings Dock, Swansea SA1 8QU
South West Wood Products	Waste wood			ABP Plan	Kings Dock, Port Tennant, Swansea SA1 8RU
Trinity House	Navigation aids			Berth Responsible	Swansea Buoy Yard, Kings Dock, Port Tennant, Swansea SA1 8QT

3.5 ABP SOUTH WALES REGIONAL EMERGENCY ARRANGEMENTS

Ships' Masters and Officers are required to immediately notify the Harbour Master via contacting Cardiff LPS [tel: +44 (0) 845 6018870] (the 24hr point of contact for all issues), as the Port Authority, of any involuntary discharge of oil, oil-based products and other hazardous substances into the docks. Upon such notification, [ABP's Oil Spill Contingency Plan for the South Wales Ports](#) will be activated. Oily wastes and other chemicals collected as a result of these actions will be disposed of by road or barge, using the services of an approved waste contractor.

ABP's South Wales Port's have prepared an Oil Spill Contingency Plan according to the requirements of the Merchant Shipping (Oil Pollution Preparedness and Response Convention) Regulations 1998. The OPRC Plan was prepared in accordance with the MCPU Guidelines for ports, harbours and oil-handling facilities. It is tested on a regular basis with the last exercise being held in October 2023.

3.6 ENVIRONMENTAL DESIGNATIONS

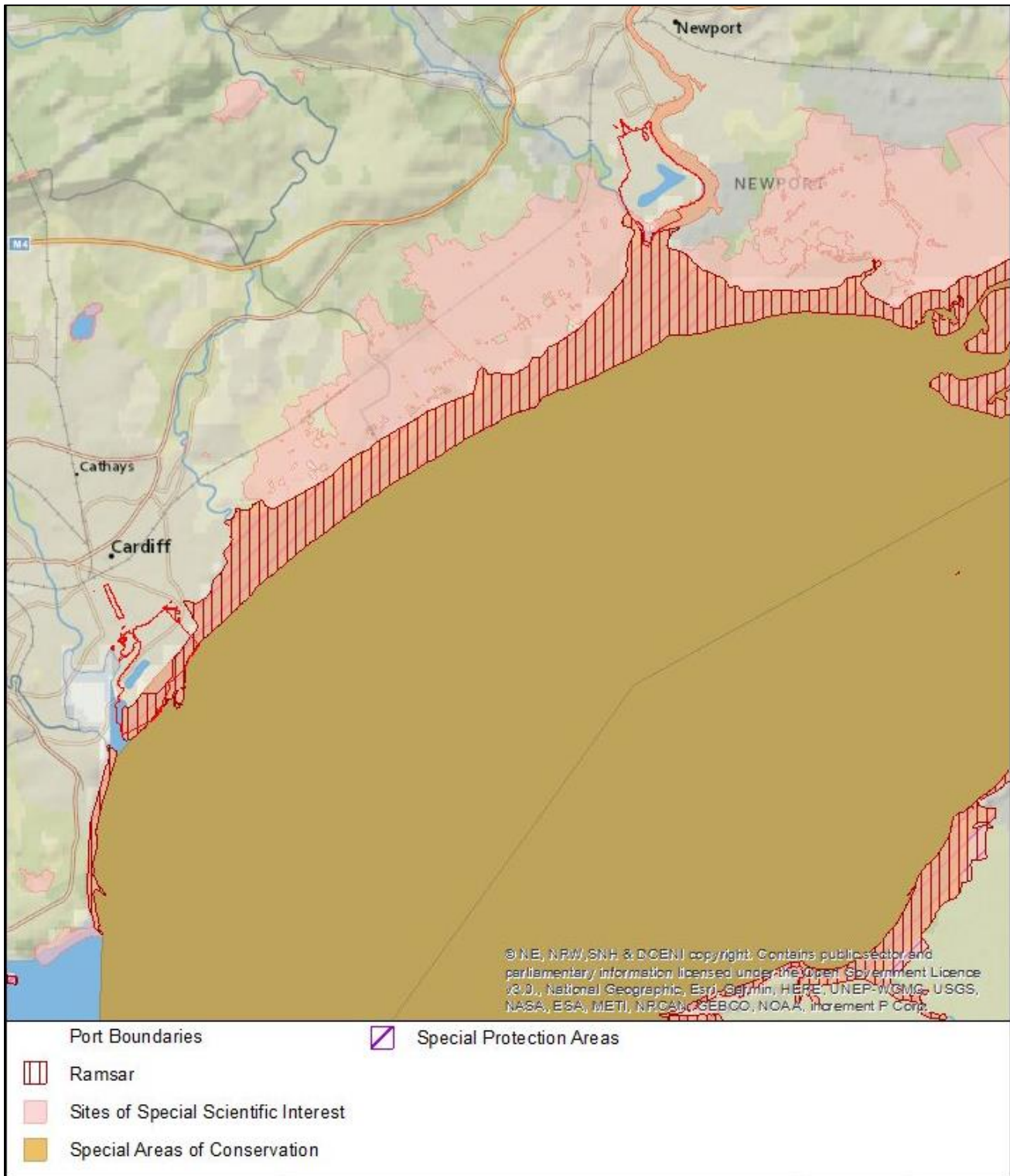
ABP acknowledges that the Severn Estuary is of national and international importance for nature conservation. This importance is reflected in the various designations for the sites. Its international importance is illustrated by its notification as a Site of Special Scientific Interest (SSSI) under the Wildlife and Countryside Act 1981 (England and Wales) (Amendment) Regulations 2016

The international importance of the Severn is further indicated by its designation as a Special Protection Area (SPAs) are highly protected sites designated under the EC Birds Directive (2009/147/EC) (the Wild Birds Directive) in recognition of its mud and sand flats which provide feeding grounds for significant numbers of over-wintering birds. It is also further designated under the Ramsar Convention on Wetlands of International Importance, especially as Wildfowl Habitat, ratified in 1976.

The Severn Estuary was designated as a Special Area of Conservation (SAC) in 2009. It is considered to be one of the best areas in the UK to support a significant number of habitat types and species. The area contains features such as subtidal sandbanks, intertidal mudflats and sandflats, Atlantic salt meadows (saltmarsh) and biogenic reefs. Also three species of migratory fish are defined both as features in their own right and as sub-features of the Estuary feature.

Additionally, hard substrate habitats, the assemblage of 114 estuarine and marine fish species and the assemblage of waterfowl species have been identified as notable estuarine assemblages.

The Ports of Newport and Cardiff are sited within the Severn Estuary SSSI, Ramsar, SPA and SAC. It is recognised that ports operating in or near SPAs and SACs should give the highest degree of protection to these areas of European nature-conservation importance and operations which have adverse effects on their nature-conservation status should be avoided or minimised as far as practicable. Therefore, under no circumstances should discharges of ship-generated waste be discharged in these areas, unless in the case of rinsing out cargo-holds, permission has been sought from the Harbour Master. This position however relates to our entire area of jurisdiction whether protected or not.



4.0 PRIOR NOTIFICATION OF WASTE TO BE LANDED

4.1 LEGAL REQUIREMENT

The Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 (as amended) require vessels to notify their next port of call of the types and amount of waste they will be discharging during their time alongside. This information must be given at least 24 hours in advance of arrival or as soon as they leave their last port. Ports have a duty to set up schemes by which this information can be delivered. The regulations permit ports to set up an electronic notification service if they wish to process the information in this manner. Given the numbers of vessels that ABP deals with on an annual basis in our 20 ports, the

Company developed an electronic notification system in late 2003 and trialled it in the four ABP ports on the Humber during January 2004. It was extended to cover the whole Company from the beginning of February 2004. ABP has an electronic notification system in place across all our ports.

4.2 ABP PRIOR NOTIFICATION SYSTEM

ABP has created a website designed specifically to deal with the advance notification of vessels, including their waste notification: www.abpnotify.co.uk

The user, either the Master or the ships' Agent on his behalf, will select the port his vessel is approaching from a list on the home page. He will then be presented with an online form (see [Appendix F](#) for example form). Once the form has been completed and submitted, the information given is processed in the following ways:

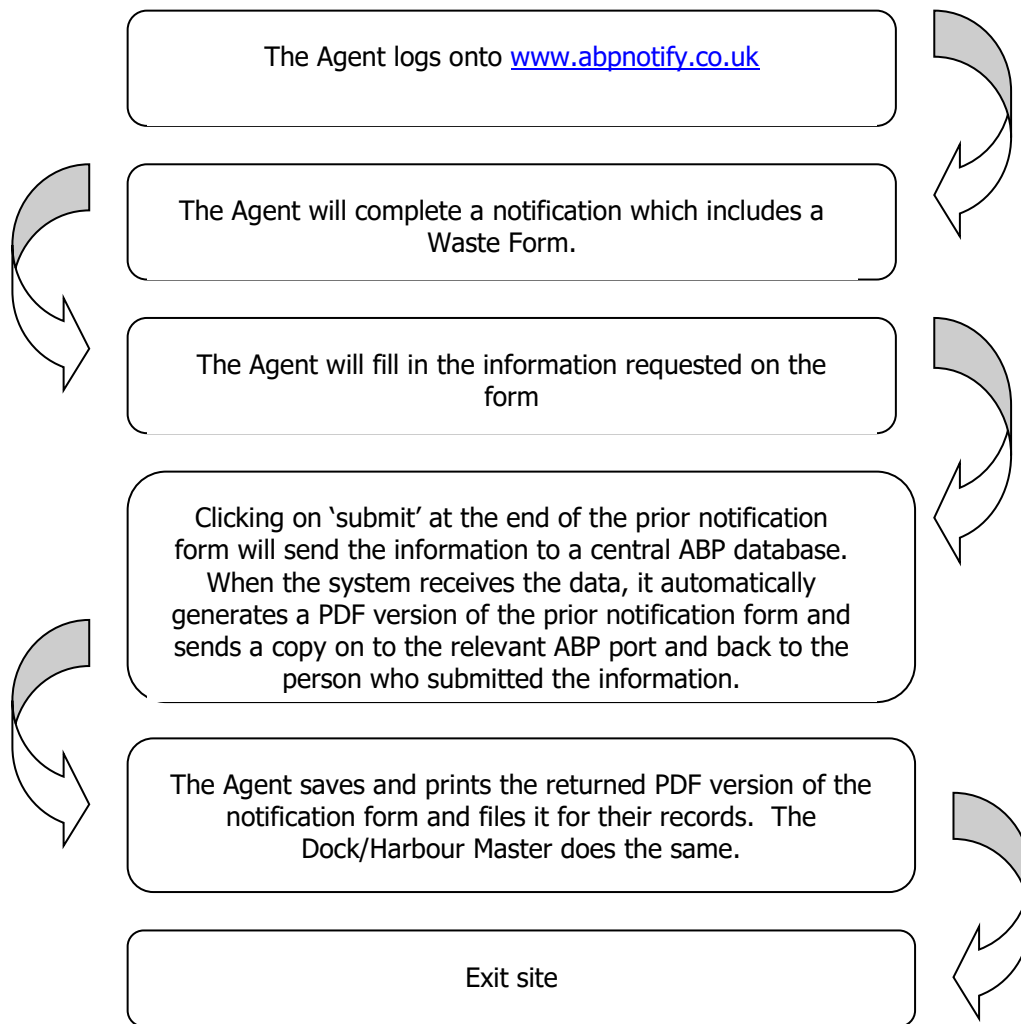
- *Firstly, the information is delivered to a computer server which codes the data as 'belonging' to a particular port and stores it.*
- *Secondly, the system takes the data and generates a PDF file, which is sent on to a special 'waste' email address at the port to which the vessel is heading - The Harbour/Dock Master of the port, or whoever has responsibility for the Port Waste Management Plan, will have access to this email account and be able to print off a hard copy of the notification information if required.*

The Harbour/Dock Master of the port, or whoever has responsibility for the Port Waste Management Plan, will have access to this email account and be able to print off a hard copy of the notification information. This is necessary in case ABP becomes aware of a problem with a vessel and needs to check whether a waste return has been filed. We may select one return at random, print out a hard copy and present it to the Master for accurate verification, which would act as a check on the accuracy of prior reporting.

- *Whether a prior notification has been submitted is also flagged up on ABP's vessel information system use by Marine departments, allowing un-submitted prior notifications to be easily identified and chased accordingly.*
- *Finally, the system will generate a second PDF file and send it back to the email address of the person who submitted the information, i.e. either the Agent or the ship. This closes the loop and allows a copy of the Prior Notification form to be downloaded / printed for the ships' own records as confirmation that their waste information has been logged in advance of arrival.*

This version can be stored on board, in either hard or electronic format, to prove to Port State Control officers that the vessel has an audit trail for its waste-management practices. This is likely to become more important as enforcement authorities around Europe begin to check on waste management as part of a vessel's survey.

Figure 1 Prior Notification System



An example of the Prior Notification form for the Port of Cardiff is included at [Appendix F](#).

4.3 BACK-UP SYSTEM

Whilst aware that not all vessels using our ports have access to the internet or email facilities, we believe that most of the Agents servicing these vessels do. If, for some reason, access is denied to the notification website address, or there are difficulties in submitting the notification form, ports will hold blank copies of their own prior notification form, which will be available to Masters or Agents either by email or in paper format. Completed forms can then be faxed or emailed to the appropriate ABP port. Vessels or Agents should keep the fax transmission report as proof that the notification was given in advance of arrival. ABP will handle the recording of the information on the computer system should this circumstance arise.

An example of the Prior Notification form for the South Wales Ports is included at [Appendix F](#).

5.0 PROVISION OF WASTE RECEPTION FACILITIES

5.1 RESPONSIBILITIES

5.1.1 Port Authority

ABP South Wales Ports has the duty to:

- Prepare and revise this Port Waste Management Plan to ensure that adequate and convenient waste reception facilities are available throughout the port estate.
- To maintain records of waste landed in the dock estate, whether or not the reception facilities used are provided or arranged by ABP.
- Maintain and publish a list of approved licensed waste contractors who are able to provide appropriate waste collection and disposal facilities to port users for all MARPOL Annex wastes. The current list is contained in [Appendix E](#).

5.1.2 Terminal Operators

Waste-management planning within specific terminal areas is the responsibility of the terminal operator, who is required to ensure that suitable waste-reception facilities can be provided in line with MARPOL regulations unless agreed otherwise for MARPOL Annex V wastes. Terminal operators shall implement their own Port Waste Management Plans (PWMP) in accordance with the MARPOL regulations, as well as complying with the various legislation and with due regard to the general principles and requirements set out in ABP's Port Waste Management Plan. Dedicated terminal operators may have to consider setting up prior notification systems for non-exempt vessels using these facilities and will also have to make annual returns to the MCA detailing the waste landed. The 2003 Port Waste Reception Facilities (PWRF) Regulations make provision for such Terminal Operators to levy their own environment fee on visiting vessels to make a significant contribution to the costs of the waste reception facilities provided.

ABP does not take any responsibility for the Port Waste Management Plans or other arrangements made by dedicated terminal operators. Their PWMPs will no longer be submitted to the MCA for approval as part of our plan but will be submitted independently for the MCA's approval. This follows an agreement reached between ABP and the terminal operators during the consultation exercise for the port waste-management planning process. Table 2 lists terminals operated by parties independent to ABP and whether they fall under ABP's PWMP or have a responsibility to have their own approved PWMP.

Where an operator makes use of an ABP managed berth – i.e., his vessels may have priority on the berth but he does not operate it exclusively – he may also make use of the waste- reception facilities provided under ABP's own waste-management arrangements. Vessels using such facilities will be expected to use ABP's prior notification system and will pay the South Wales Ports Environment Charge.

5.1.3 Ships' Agents

Ships' Agents acting on behalf of ship owners, Masters or managers in arranging provision of waste-disposal facilities or services shall, at all times, pay due regard to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended), Marine Guidance Note 563 (as amended), MARPOL regulations, the Environmental Protection Act 1990 and the general provisions and requirements set out in this Port Waste Management Plan. They are required to:

- Undertake the advance notification requirements (see [section 4](#) of this plan) if their vessels cannot do it themselves, including making sure the vessel receives a copy of the returned prior notification form for its own records.
- Make the arrangements between the ship and waste management contractors for the removal and disposal of all waste streams where fixed facilities are not in place at the port, as outlined in the following section [\(5.2\)](#).

- Keep full records of requests made by Ships' Masters for the provision of reception facilities for, Annex II and Annex IV wastes, as well as the amounts of these wastes being disposed of through approved waste contractors.
- To keep records of the Waste Transfer Notes / Consignment notes (for hazardous wastes) generated by waste landed from their vessels for a minimum of 2 or 3 years respectively under the requirements of the Environmental Protection Act 1990.

5.1.4 Waste Management Contractors

[Appendix E](#) lists the authorised waste contractors who are approved to operate in ABP's South Wales Ports by virtue of their EPA Waste Management Licence issued in accordance with Section 35 of the Environmental Protection Act 1990, or Disposal Licence issued under Section 5 of the Control of Pollution (Amendment) Act 1989.

If an Agent or terminal operator wishes to use a contractor who does not appear on this list, they should advise ABP's appropriate Dock & Harbour Master of the following:

- Name of the contractor
- Copy of valid Waste Management Licence (where appropriate)
- Proof of registration as a waste carrier
- Statement of company's Environmental Policy
- List of specific types of waste that can be handled by the contractor
- Procedures for collection and disposal of the categories of waste handled by the contractor.

This information shall be provided to ABP **before** using the services of the new contractor, except in an emergency.

By law, a Waste-Transfer Note is generated by the contractor when waste is collected from the port and a copy left with the organisation employing the contractor (i.e., terminal operator, ships' Agent, etc.) The details in the transfer note form the basis of the records to be kept by ABP South Wales' contractor of the amount of waste transferred from the dock estates to disposal sites in any given year. ABP's contractor will use the information gathered from the Prior Notification forms and the Waste Transfer Notes to provide a more accurate picture of the amount of waste landed and taken for disposal. This information is required not only for returns made to the Government but also for ABP's own records, as reported in the Company's annual Corporate and Social Responsibility Reports.

5.2 PROVISION OF RECEPTION FACILITIES BY MARPOL ANNEX

Table 3 below shows the categories of waste which are likely to be landed under the MARPOL Regulations at the port, taking into account the types of ships and cargoes handled. Unusually large quantities of any type of waste will always require at least 24 hours' notice. This should be given through the ABP Prior Notification system and directly to the waste contractor involved. The table also shows responsibility for making the necessary arrangements.

Table 3 Categories of waste expected to be landed in the South Wales Ports and responsibility for the provision of associated facilities

MARPOL Annex	Type of Waste	Frequency of use of facilities	Responsibility for the provision of facilities
Annex I	Oil	Infrequent	Terminal Operators / Ships' Agents
Annex II	Hazardous substances	Infrequent	Terminal operators / Ships' Agents
Annex IV	Sewage	Infrequent	Terminal operators / Ships' Agents

Annex V	Garbage	Common	Associated British Ports/ Terminal operators / Ships' Agents
Annex VI	Air pollution from ships / exhaust gas residues	Infrequent	Terminal operators / Ships' Agents

The following arrangements have been made for the reception of waste in each MARPOL Annex which is likely to arise at the port. The information has been summarised in Table 4, which denotes the type and capacity of reception facilities and the costs for using them.

5.2.1 Annex I – Oil

Ships' Agents, using licensed waste contractors, make arrangements for the collection of oily wastes from all areas of the port. Collection is normally by road tanker. Most waste contractors require 24 hours notice to collect oily waste. Waste oil drums, whether empty or containing oil/oily water, must not be landed on the Dock Estate, but must be disposed of via an approved contractor listed in [Appendix F](#) arranged by the ship's agent.

Accidental oil spills must be reported to the Harbour/ Dock Master via Cardiff LPS on +44(0) 845 6018870 as soon as possible.

5.2.2 Annex II – Noxious liquid substances

Fixed facilities for the reception of tank or hold washings are not in place but can be readily disposed of by approved waste contractors, generally removed by road tanker, with arrangements being made through the ships' Agents or directly with the waste contractors (listed in Appendix F). Most contractors require 24 hours notice. Tank washings are not allowed to be discharged into the dock waters and all bulk carriers must seek permission from the harbour / dock master before any bulk-cargo holds are rinsed out in port.

Accidental chemical spills or releases of bulk cargoes must be reported to the Harbour/ Dock Master via Cardiff LPS on +44(0) 845 6018870 as soon as possible.

5.2.3 Annex IV – Sewage

Fixed facilities for the reception of sewage are not in place but can be readily disposed of by approved waste contractors, generally removed by road tanker, with arrangements being made through the ships' Agents or directly with the waste contractors (listed in Appendix F). Most contractors require 24 hours notice. Untreated or part-treated sewage must not be discharged whilst in port (must only be discharged when more than 12nm or 3nm from land respectively).

Accidental releases of sewage must be reported to the Harbour/ Dock Master via Cardiff LPS on +44(0) 845 6018870 as soon as possible.

5.2.4 Annex V – Garbage

ABP South Wales has engaged a local Waste Service Contractor to provide an on-demand collection service for the disposal of domestic garbage and food waste at the 5 South Wales Ports – maps of each port estate in [Appendix I](#). A licensed waste contractor, GD Environmental Services Ltd, will visit each vessel requiring the service during its stay in port. This process is kept under constant review and can be altered to meet demand. This service is made available to ships on ABP-managed berths at prearranged times.

Ships' crews are expected to assist with segregation of wastes in line with the provision and present it to the contractor for collection. They are also expected to make sure no waste is left on the quay to prevent birds, rodents or weather damaging and spreading the contents.

5.2.5 Hazardous Wastes

Hazardous wastes are any waste substances that are considered a threat to people or the environment by virtue of their hazardous properties, including explosive, flammable, oxidising, irritant, toxic, harmful, carcinogenic or corrosive properties. In addition to the oil wastes and noxious liquid substances described above, ship-generated hazardous wastes can include but is not limited to the following:

- Oily wastes, including rags, absorbents & oil contaminated materials
- Drums containing oil or oily residues
- Paint tins still containing paint
- Certain liquid wastes
- Fluorescent tube light bulbs
- Tyres
- Batteries
- Adhesives & resins
- Drums containing chemicals, such as cleaning products, detergents, degreasers etc with hazardous properties
- Aerosols
- Coolants
- Materials containing asbestos
- Electrical equipment WEEE Waste (fridges, telephones, monitors, televisions, etc.)
- This also includes International Catering Waste (refer to 5.2.6)

It is imperative that these waste streams are separated from garbage as they are classed as hazardous wastes so should NEVER be placed in the general waste facilities provided and alternative arrangements made.

ABP does not provide facilities for the disposal of such items, with the exception of ICW, therefore it is the responsibility of the ship's Agent to arrange for the reception and appropriate disposal of all hazardous wastes with an approved waste contractor (see [Appendix F](#)). All ships' hazardous wastes must be managed according to the Hazardous Waste (England and Wales) Regulations 2005, as amended, which set out procedures to be followed when receiving, carrying and disposing of hazardous waste. The Master of the ship is responsible for obtaining and completing a consignment note before any hazardous waste is removed from a ship by an authorised waste contractor.

When making separate arrangements for the collection of hazardous waste the waste contractor will require a unique code for the consignment note. The procedure for creating this code is as follows – the port's premises code should not be used for ship-derived waste.

Coding standard: SHPXXX/YYYYZZ

So for a collection of waste from a ship owned by Alexandra Enterprises, docked in the postcode of EC1N 2LR the code will be SHPEC1/AE101

Where

SHP denotes a collection of waste from a ship.

XXX Is the alphanumeric that may be used as required, e.g. the first three letters of the postcode of the harbour where the ship is docked. (For ABP South Wales Ports codes are as follows: Swansea – SA1, Port Talbot – SA13, Barry – CF6, Cardiff – CF1, Newport – NP2)

YYY Is an alphanumeric denoting the trade name of the business that operates the ship

ZZ Is an alphanumeric giving a unique identification.

5.2.6 International Catering Waste (ICW)

ABP, via our Waste Service contractor, GD Environmental, provides the facility of collection of ICW. A specified amount of 8 bags is covered under the Mandatory environmental levy. With the option to land greater volumes if requested for an additional fee. Any vessel that wishes to land such waste must notify the waste contractor/port prior to arrival, giving sufficient notice. Agents, operators and ships masters should note that, ICW covers food and galley waste from any vessel that has visited a port outside of the UK, Channel Islands and Isle of Man (whether or not provisions were taken on board) This does not just apply to the last port visited. Port Health officers have previously audited vessels visit records to determine if galley waste they have landed should fall under the category of ICW. On occasions where contamination due incorrect classification was found containers have been quarantined and the ship held financially responsible for the disposal of the contents, cleaning of the quayside containers and any costs involved in substituting the container. If a vessel has sailed outside of the UK, Channel Islands and Isle of Man and the Captain certifies that all foodstuffs onboard at the time the vessel visited a non UK port are no longer onboard and the ships food storage areas have been cleaned and disinfected, Port Health officers should accept that any galley waste put into non hazardous Annex V reception Facilities in S. Wales ports is not ICW. Procedure for dealing with unintentional landing of ICW and accidental spills of ICW can be found in [Appendix L](#).

5.2.7 Cargo Associated Waste

Throughout ABP's ports, cargo-associated waste such as dunnage, packaging and strapping, is dealt with under the same arrangements as for waste generated through the operational activities taking place on the quayside, such as stevedoring. It is not considered as part of the MARPOL ship-generated arrangements. The only exception to this is for the purposes of prior notification of waste to be landed, where information on cargo-associated waste and cargo residues is requested as part of the advance notification system.

ABP South Wales provides large general skips for the disposal of operational waste. ABP's Operations Team controls the number and location of these bins around the dock estates. Licensed waste contractors empty them on a regular basis.

Permission must be sought from the Harbour / Dock Master before any bulk cargo holds are rinsed out into dock waters and this will not be permitted for cargoes that are a potential marine pollutant.

5.2.8 Waste Minimisation & Recycling

ABP has a corporate policy to encourage the responsible management of waste, including minimisation and recycling, at the point of its generation. However, the management of ship-generated waste on board vessels, and the extent to which waste is minimised at source, is a matter for ship owners and operators. Evidence from our Port Waste Management Questionnaires (in use from 1998 until superseded by the Prior Notification forms) suggests that a significant proportion of vessels have waste minimisation and treatment equipment on board. These include oily waste separators, incinerators, compactors, shredders, sewage treatment facilities and the separation at source of garbage wastes for recycling or discrete disposal routes. This information has been used to determine the waste management arrangements currently in place in ABP's South Wales Ports. Although careful minimisation and treatment of such wastes at source will reduce the amount of waste landed in ports, it will not eliminate it altogether.

ABP's South Wales MARPOL Annex V waste contractor, GD Environmental, will make collections in line with Waste Separation Requirements (Wales) Regulations 2023. This requires visiting vessels to present waste separated into various waste streams to enable better recycling. Vessels adherence to these regulations would assist ABP in achieving maximum possible recycling rates, with waste streams of Card, Paper and Plastics/Metals/Cartons expected to be minimum 90% with 10% allowance for contamination. 100% of International Catering Waste and Residual Mixed Municipal Waste will be taken to Energy from Waste (EfW) processing plants where it is incinerated, involving burning waste at temperatures over

850°C. The waste is mixed and sometimes shredded to make sure that it will burn properly. It is then moved to a combustion chamber where oxygen is added. Incinerators use the heat from the chamber to create steam, which can then be used to make electricity by turning a steam turbine, thus producing low carbon electricity. Any harmful emissions are controlled via an air pollution control (APC) system. Any remaining waste is sent to licensed landfill sites.

ABP has investigated various options during the review of this plan to see what facilities ships would require, whether they are available and cost effective. Where facilities are required, available and cost effective they will be provided to visiting ships.

This is under review and ABP are working with our Waste contractor to develop and introduce more suitable environmentally conscious facilities at the soonest opportunity, taking into account present and future legislation.

At present we have no other facilities available at the South Wales Ports other than for non-hazardous MARPOL ANNEX V and ICW.

Table 4 Type, capacity and typical cost of Port Waste Reception Facilities at ABP South Wales Ports

	OILY WASTES						NOXIOUS OR HAZARDOUS SUBSTANCES	SEWAGE	GARBAGE		
	Oily garbage	Dirty ballast water	Tank washings (slops)	Oily mixtures containing chemicals	Scale & sludge from tank cleaning	Sludge from purification of fuel oil	Categories X, Y or Z	Black water	MARPOL Annex V Domestic garbage & Food waste	Food waste of non-UK origin (ICW)	Cargo Waste
Type of facility	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	Collection by road tanker or barrel(s)	ABP/GDE Mobile collection service	ABP/GDE Mobile collection service	Open, covered and lockable skips as per as per map in Appendix I
Capacity of facility	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	23m ³ Tanker / barrel(s)	Multiple collections available	8.3m ³ Skips	2 – 15 yd ³ skips
Method of Notification	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent Contact waste contractor directly – Listed in Appendix D	Via Agent by use of AOL notification system and electronic WTN.	Via Agent by use of AOL notification system and electronic WTN.	Fixed facility waste placed directly in skip by ship's crew or stevedores
Notice required	24 hrs	24 hrs	24 hrs	24 hrs	24 hrs	24 hrs	48 hrs	24 hrs	24hrs	24 hrs	No notice required
Frequency of emptying	On request	On request	On request	On request	On request	On request	On request	On request	Removed from site.	2x per month minimum	Matches demand
Total annual capacity	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand	Matches demand
Typical cost of use	Prices available on request.	Prices available on request	Prices available on request	Specific charges depending on nature of waste	Prices available on request	Prices available on request	Specific charges depending on nature of waste	Prices available on request	Cost of service covered by Mandatory Waste Levy £245.59	£325.00 - includes facility rental / collection / disposal costs.	Separate arrangement must be made via agent

5.3. LOCATION OF FACILITIES

Based largely on operational requirements established during the lifespan of the previous Port Waste Management Plan, ABP South Wales has considered how best to locate its garbage-reception facilities to ensure that there is no disincentive to their use. In determining the most suitable locations for placing waste-reception facilities if they are required on the quaysides, the port has considered the following factors:

- **Access** – Ideally, the route to and from the Ships waste facilities should be clear from obstructions to ensure safe access to both the ships' crews and the waste contractors. For reasons of safety, they should be located at the perimeters of the main operational areas. Due consideration has been given to the areas of activity of forklifts, trucks, cranes and road vehicles.
- **Distance from berths** - Experience from our waste-management arrangements has shown that best use is made of garbage-reception facilities when there is as short a distance as possible between the vessels and the facilities. In view of this, and also with regard to operational safety on the quaysides, where possible, cargo and Ship's Waste provision should be placed in such a way as to minimise the maximum distances required for the ships' crews to travel to deposit waste.
- **Visibility** – Easily Identifiable.
- **Signage** - The facilities should be clearly labelled to aid ships' crews in finding them.
- **Lighting** - The general cargo and Ship's Waste facilities should be located near lighting, wherever possible, so as to allow safe use around the clock.
- **Colour and symbols**

Considering the above factors and the need to adhere to waste separation regulations ABP has moved to the use of Mobile Facilities for the collection of Ship's Waste. Therefore, having the ability to service any ABP managed berth and Tenanted berth that falls under the scope of the plan. There is even scope for this to be widened out to cover other berths not previously catered for. Their locations are outlined on the port plans in [Appendix I](#).

5.4. SIGNAGE OF FACILITIES

There are no permanently located reception facilities for Ship's Waste at ABP's South Wales Ports. ABP via its waste service contractor, GD Environmental, will operate a mobile collection service for receiving Ship's Waste general garbage and food wastes including ICW.

The vehicle for these collections will be identifiable by livery along its side and the separate provision for ICW will be labelled in line with current legislation. There will be a single deposit for all ICW at Newport Docks which is labelled in line with current legislation.

Information leaflets will be provided to visiting vessels making use of symbols to identify the various waste streams that can be off loaded at the South Wales Ports of ABP. Making it easier to understand for non-English speaking crews.

An example of the information can be found in [Appendix K](#).

Special editions of the waste management information can be supplied in foreign languages if required.

5.5. COST OF FACILITIES

All ships, apart from vessels holding a MCA exemption certificate, fishing vessels and recreational craft authorised or designed to carry no more than 12 passengers, must contribute significantly to the cost of reception facilities through a mandatory charge, irrespective of their actual use of the facilities although it is recognised that the cost of using port waste-reception facilities should not be so high as to encourage disposal at sea.

It is ABP's policy to reclaim 100% of the costs involved in providing waste reception facilities from eligible vessels, including an element for our administration of the system.

The South Wales Ports mandatory waste fee can be found on the [ABP South Wales Ports Tariff](#) page online, which covers the costs of the provision of 3rd party labour, collection and transport costs. Included is a charge that covers the waste processing, treatment and disposal of the different MARPOL Annex V waste streams catered for in the plan including ICW to a maximum prescribed volume. Additional volumes outside this can be handled for an additional charge if prior notice is given.

The Mandatory waste fee will not cover any costs associate with disposal of any other the MARPOL Annex wastes. For details of other MARPOL waste stream costs and disposal arrangement please refer to table 4 and section 5.6.

The calculations for the mandatory waste fee are set out in [Appendix G](#). This charge is likely to change on an annual basis to reflect changes in costs associated with the provision of the facilities and the disposal of the waste. The Mandatory Waste Fee does NOT cover any costs associated with the disposal of the MARPOL Annex wastes outlined in section 5.6 or other waste streams disposed of via 'direct contract' arrangements. These will remain as separate costs to be negotiated and paid by the ship or her agent.

5.6 COSTS ASSOCIATED WITH MARPOL WASTES

5.6.1 MARPOL ANNEX I - OILY WASTE

Arrangements for oily waste-reception facilities in all areas of the ports are made by Ships' Agents using licensed waste contractors. Ships' Agents will recover the costs incurred through the normal channel of ships' disbursements. In general, a direct charge is made for the single use of oil collection services in the port, which varies according to the amount and types of oily wastes landed and contractor used.

Waste removal is a highly competitive business, and charges vary considerably between companies, it is therefore difficult to obtain a typical cost.

5.6.2 MARPOL ANNEX II – HAZARDOUS SUBSTANCES

Arrangements for hazardous substances reception facilities in all areas of the ports are made by Ships' Agents using licensed waste contractors. Ships' Agents will recover the costs incurred through the normal channel of ships' disbursements.

In general, a direct charge is made for the single use of collection services for hazardous substances in the port, which varies greatly according to the amount and types of chemical wastes landed.

Considering the highly variable toxicity and range of handling requirements for the different types of hazardous substance that might be landed in the port, the charges made for the collection of these wastes are highly substance specific. For this reason, there are no typical charge can be given for the use of this reception facility.

5.6.3 MARPOL ANNEX IV – SEWAGE

Arrangements for sewage-reception facilities in all areas of the ports are made by Ships' Agents using licensed waste contractors. Ships' Agents will recover the costs incurred through the normal channel of ships' disbursements.

In general, a direct charge would be made for the collection of sewage wastes by road tanker depending on the amounts landed and the contractor used. However, at present there is no obligation for the port or terminals to provide such reception facilities or for port users to use them.

5.6.4 MARPOL ANNEX V – GARBAGE

ABP South Wales have investigated a number of possible methods of charging for the use of reception facilities for garbage from ships, each with its advantages and disadvantages. On consideration it was decided that indirect charging was the method most unlikely to act as a disincentive towards the use of garbage-reception facilities in the port. The Mandatory Waste Fee is a separate charge, not related to ship's dues, for the use of garbage facilities in the common-user berths of the South Wales Ports and will apply on a per ship per call basis, regardless of whether the facilities are used.

5.7 CARGO-ASSOCIATED WASTES

The cost of the skips provided for cargo-associated Wastes is recovered by ABP South Wales as a proportion of the dues paid by a vessel for entering the port. This is separate from the mandatory Environment Charge levied to pay for the reception facilities for ships' garbage and the direct charges negotiated between the vessel's Agent and waste-management contractors for the removal and disposal of the other MARPOL wastes.

5.8 VESSELS FALLING OUTSIDE THE SCOPE OF THE REGULATIONS'

For fishing vessels, recreational craft and the other classes of vessels which are exempted or otherwise not included in the scheme to satisfy the Regulations, ABP South Wales Ports or the appropriate Terminal Operator must still provide adequate waste reception facilities. The costs of these will be met from Harbour Dues or other charges levied on the vessels in question, but all waste management costs will be clearly outlined in the published Tariff or agreement.

6.0 CONSULTATION, COMMUNICATION AND REVIEW

6.1. CONSULTATION

As with the previous Port Waste Management Plans for the port, ABP South Wales is required to consult with all port users and other organisations having a reasonable interest in the proper disposal of waste arising from shipping activities. The simplest way of ensuring that reception facilities meet the needs of port users and complying with the requirements of the regulations is to talk to those who need to make use of them. During the life of the previous PWMP's, waste questionnaire's have been used, to not only notify the port of the amount and types of waste landed from vessels, but also as a means of drawing attention to any areas where service provision could be improved.

The port must ensure that all parties in the waste-management chain – Crew, Ships' Agents, Terminal Operators and Waste Management Contractors – fulfil specific responsibilities as detailed in [Section 5](#), in order to facilitate the plan's satisfactory operation. Most importantly, the port is required to collate and submit to Government annual records of waste landed. These records originate from port users, ships' agents and waste management companies. Since early 2004, these figures have been provided by ABP's electronic prior-notification system set up to deal with one of the new requirements of the PWRF Regulations. For further details on this system, please refer to [Section 4](#).

The full consultation exercise for this PWMP has included representation from port users, waste-management contractors, the local Maritime & Coastguard Agency, the Environment Agency, Port Health Authority, Local Authorities and local DEFRA officers. Consultation has been undertaken using a number of methods, including letters, emails, informal discussions, presentations and formal meetings. The subjects under discussion have been:

Under the 2003 Regulations as amended, ports and harbours are required to consult with all port users and other organisations that have a reasonable interest in the proper disposal of waste arising from shipping activities.

The consultation exercise for this PWMP has involved contacting the parties named in Table 6 below. The subjects which have been taken into account include:

- overall operation of the existing Port Waste Management Plan
- changes introduced in this new plan
- type, capacity, number and adequacy of reception facilities
- the requirements of the PWRF Regulations 2003 as amended and the Animal By-Products (Enforcement) (Wales) Regulations 2014
- location and ease of use of reception facilities
- cost of facilities and the ABP mandatory waste Charge
- prior notification of waste to be landed, waste statistics and record keeping by ships using the Port's facilities (ship operators/agents, terminal operators and waste contractors)
- amounts of waste stored by ships on board for later disposal at another port (ship operators and agents)
- promotion of proper method of disposing of food waste originating from outside the United Kingdom.
- recycling requirements of visiting vessels

Table 5 Individuals and organisations consulted

Name & Organisation	Reason for involvement	Method of involvement	Area of particular interest
Maritime & Coastguard Agency	Regulators of Port Waste Reception Facilities Regulations 2003	Letter or Email and meetings	<ul style="list-style-type: none"> ▪ Overall operation of the PWMP ▪ Prior notification system
Natural Resources Wales	Regulators of land-based waste reception facilities	Letter or Email South Wales Ports Web Site	<ul style="list-style-type: none"> ▪ Implementation of separation regulations ▪ Overall operation of the PWMP
Local Authorities	Port Health Authority	Letter or Email, and Meetings	<ul style="list-style-type: none"> ▪ Environmental health implications for the reception & disposal of waste
Animal and Plant Health Agency	Regulators of Animal By-Products Regulations (Enforcement) (Wales) Regulations 2014	Email and Meeting South Wales Ports Web Site	<ul style="list-style-type: none"> ▪ Food-waste reception & disposal
Animal Health and Veterinary Laboratories Agency	Regulators of Animal By-Products Regulations (Enforcement) (Wales) Regulations 2014	Email and Meeting South Wales Ports Web Site	<ul style="list-style-type: none"> ▪ Food-waste reception & disposal
Terminal Operators	Provision and use of waste reception facilities	Letter or Email	<ul style="list-style-type: none"> ▪ Waste-reception charges ▪ Information requirements ▪ Prior notification system ▪ Location & adequacy of waste reception facilities
Ships' Agents	Provision and use of waste reception facilities – representatives of port users	Letter or Email and Meetings South Wales Ports Web site	<ul style="list-style-type: none"> ▪ Waste-reception charges ▪ Information requirements ▪ Prior notification system ▪ Location & adequacy of waste reception facilities
Waste Contractors	Representatives of waste management industry and providers of service	Letter or Email, Presentations and Meetings	<ul style="list-style-type: none"> ▪ Arrangements for handling waste from vessels
Sea Fisheries Committee	Interested authority	Letter or Email	<ul style="list-style-type: none"> ▪ Waste-disposal arrangements for fishing fleet
Tenants	Interested party	Letter or Email	<ul style="list-style-type: none"> ▪ Information

Table 6 Summary of comments made during 2025 consultation

Name & Organisation	Summary of Comments	Actions taken
Maritime & Coastguard Agency	▪	▪
Natural Resources Wales	▪	▪
Local Authorities	▪	▪
Animal and Plant Health Agency	▪	▪
Animal Health and Veterinary Laboratories Agency	▪	▪
Terminal Operators	▪	▪
Ships' Agents	▪	▪
Waste Contractors	▪	▪
Sea Fisheries Committee	▪	▪
Tenants	▪	▪
Harbourmaster South Wales	▪	▪

Consultation with the ships' agents and terminal operators is a continuous process, undertaken by the Port Waste Environment Team on an individual basis or through more formal gatherings as required. Consultation with regulatory bodies and other interested parties will be undertaken on an annual basis or at shorter intervals if any significant changes in operations take place. The 2003 PWRF Regulations increase the lifespan of a Port Waste Management Plan from two years to three, so a complete review of this plan and the procedures associated with it will be carried out in 2024. Should operational activities alter substantially before that date, a new Port Waste Management Plan will be drafted to deal with the situation as it arises.

6.2 DATA COLLECTION

ABP South Wales Ports is required to collate the following information on an annual basis:

- The amounts of each type of waste ACTUALLY received in the port
- The amounts of each type of waste which SHOULD be received in the port from prior notification information
- The amounts of each type of waste STORED BY SHIPS for reception elsewhere.

This information is available from the data collection element of our Prior Notification system (which can be used to retrieve summaries of past notifications as well as single notifications) and the Waste Transfer Notes from our waste management contractor for the ship's garbage facilities we provide.

Where vessels do not have to provide advance notification of waste to be landed, ABP South Wales Ports will only have the figures from the Waste Transfer Notes for facilities we have provided them with as an estimate of how much waste has been discharged.

Since June 2004, this information has been available from the data collection element of our Prior Notification system. When the ship submits its advance notification of waste to be landed in one of our South Wales ports, the information is coded and stored in a spreadsheet. The Harbour Master/Port Waste Management Team has access to this spreadsheet and can see which ships have notified us in advance of arrival, how much/what types of waste they say they will offload and how much they intend to keep on board for discharge at another port of call.

The system has been designed to give totals for any of the information held in a spreadsheet, for example: number of vessels in a month, amount of garbage notified for discharge, amount of prescribed wastes kept on board for disposal elsewhere, etc. The Harbour Master/Port Waste Management Team will be able to calculate the amounts of all waste types which should be received and the amounts remaining on board from this raw data source. This is regardless of whether the waste in question is intended for an ABP bin or is disposed of via a direct contract with an approved contractor. The Prior Notification forms are designed to be held as 'live' documents for a month after delivery. However, the system is also capable of having a historic file regenerated on request.

ABP's waste management contractor receives, and retains, a Waste Transfer Note covering all waste receptacles for all ports. When a vessel discharges other MARPOL wastes through the direct services of a waste contractor, the Master should also receive a Waste Transfer Note and the waste contractor should record how much waste was removed. A condition of being approved to operate on an ABP port estate is that the waste contractor shall provide ABP with the information relating to the amount of waste removed in this manner on a quarterly basis. As a result of the new regulations, we have taken the opportunity to tighten up the WTN system and will use them as the best indicator available of the amounts of waste actually landed. The WTN's will be kept for a minimum of three years.

In this way, the Prior Notification system and the existing use of Waste Transfer Notes will allow ABP to gauge how much waste is notified for disposal, is kept for discharge in another port, and is actually offloaded within the port. This information will be gathered together at the end of the year for submission to the MCA in the formats required by Appendix II in the MCA's document MGN 563 (as amended).

6.3 ASSESSING THE NEED FOR WASTE RECEPTION FACILITIES

The experience gained from the previous port Waste Management Plan, along with the waste-management arrangements within the port, have been instrumental in assessing the ongoing need for waste-reception facilities. As a corporate exercise in 2003, ABP asked all its UK ports to consider whether their existing waste-management arrangements were using the right equipment for the waste landed, delivering appropriate levels of service and best value for money for the users.

ABP's South Wales Ports reviewed their operations in December 2003, October 2010 and again in March 2024 in advance of the implementation of The Waste Separation Requirements (Wales) Regulations 2023. This Revised Port Waste Management Plan reflects the arrangements that are now in place as a result of this process. As with the previous plan, the port and personnel will ensure that the capacity of the facilities provided is sufficient to handle the amounts of waste that might be generated by ships, now and in the future. The collection process and capacities will be kept under constant review and the frequency of collection will be altered to meet demand as necessary.

The Prior Notification form contains contact details for ABP Ports South Wales. Any inadequacies in the available facilities should be reported directly to ABP South Wales using this information.

It is ABP's policy to work with ships' agents and licensed waste contractors to provide whatever waste reception facilities are required by incoming vessels. The Prior Notification for waste system would be utilised to ensure that the appropriate waste reception facilities are available to handle whatever capacity of waste is required to be removed from a ship.

6.4 SHIP NON-COMPLIANCE

Where possible the terminal operator or harbour authority faced with a ship that has not complied with the need to notify and/or offload waste should inform the nearest MCA Office. Such ships may then be targeted for inspection by the MCA and destination harbours/terminals will be warned of their non-compliance. Masters and owners of ships that fail to comply with the requirements may be guilty of an offence and liable on summary conviction to a fine as provided for in regulations 18 (2), (3) and (4) of the 2003 Regulations (as amended).

MCA Cardiff Marine Office
Anchor Court
Keen Road
Cardiff
CF24 5JW

6.5 COMPLAINT PROCEDURE

Should the Master of a vessel believe that the port waste reception facilities are inadequate they should notify the Harbour Master accordingly using the contact details on the prior notification form.

If it is felt that a complaint or issue is not dealt with in a satisfactory manner, then the matter can be referred to the MCA, (using Annex D of MGN 563 (as amended)), at the following address: -

PWR Inadequacies
Clean Ship Operations Team
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton SO15 1EG
E-mail: environment@mcga.gov.uk

Inadequacy reporting procedures for Foreign Flagged Ships: Where possible, the Master of a foreign flagged ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of the port or terminal concerned immediately. If the problem is not resolved at the time to the master's satisfaction, then the ship should contact their own flag State, who should take appropriate action through the IMO.

6.6 INFORMATION / COMMUNICATION

ABP has considered a number of possible methods to ensure that all port users are aware of waste-management procedures, including the operation of the Prior Notification system, the location or methods of waste collection services and the costs of using reception facilities. The various methods include:

- letters sent to Agents detailing the additional requirements for both the port and the ships/Agents contained in the Port Waste Reception Facilities Regulations
- briefing notes and presentations for Agents and terminal operators on the Prior Notification system and new Port Waste Management Plan
- summary leaflets outlining both the six steps of the Prior Notification system and the details of waste-management procedures
- notification on ABP websites of new arrangements
- circulation of new Port Waste Management Plan to all Agents and regular port users
- direct representation to Master by Pilots
- notice boards and signage highlighting waste-reception facilities
- port maps showing location of waste-reception facilities.

Information leaflets specific to ABP South Wales Ports' waste arrangements will be supplied to Masters and also by the ships' Agents as they arrive in the port. An example of this is attached in appendix J.

All agents and other consultees will be notified by email / letter when this new approved plan is in place and any corresponding amendments to waste arrangements.

A copy of ABP South Wales Ports approved Port Waste Management Plan will available from the Harbour Master in an electronic format as well as on http://www.southwalesports.co.uk/Port_Information/Waste/

6.7 REVIEW PROCEDURE

A complete review of this Plan and the procedures associated with it will be carried out in 2028 (3 years' time). Should operational activities alter substantially before that date, a new Port Waste Management Plan will be drafted to deal with the situation as it arises. As with the review process that produced this Plan, the next exercise will consider:

- continuous feedback from consultation on all aspects of the waste management planning process
- changes in type and volume of traffic using the port
- updated and improved records of the amounts of waste notified in advance of arrival and actually landed and disposed of
- any relevant changes in MARPOL Regulations, such as the designation of additional Special Areas or the ratification or introduction of new Annexes.

APPENDICES

- APPENDIX A EXAMPLES OF GARBAGE & DEFINITION
- APPENDIX B FURTHER INFORMATION ON THE APPLICABILITY OF THE PORT WASTE RECEPTION FACILITIES REGULATIONS
- APPENDIX C CONSULTEES / EXAMPLE CONSULTATION CORRESPONDENCE
- APPENDIX D SHIPS' AGENTS FOR ABP SOUTH WALES PORTS
- APPENDIX E APPROVED WASTE CONTRACTORS FOR ABP SOUTH WALES PORTS
- APPENDIX F BLANK EXAMPLE OF WASTE PRIOR NOTIFICATION FOR ABP SOUTH WALES PORTS
- APPENDIX G CALCULATIONS FOR ENVIRONMENT CHARGE 2018 FOR ABP SOUTH WALES PORTS
- APPENDIX H BREAKDOWN OF WASTE DELIVERED AND RETAINED ON BOARD AND RECYCLING SUMMARY PAST 3 YEARS INCLUDING SUMMARY MARPOL ANNEX V WASTES GENERATED BY SHIPS LANDED AT ABP SOUTH WALES PORTS
- APPENDIX I MAP OF ABP SOUTH WALES PORTS SHOWING WASTE RECEPTION FACILITIES
- APPENDIX J EXAMPLE OF INFORMATION LEAFLET FOR ABP SOUTH WALES PORTS
- APPENDIX K SHIP'S WASTE FACILITIES SIGNAGE AT ABP SOUTH WALES PORTS
- APPENDIX L PROCEDURES FOR UNINTENTIONAL ICW CONTAMINATION
- APPENDIX M WASTE MANAGEMENT PLAN ABP SOUTH WALES PORTS FAQ

APPENDIX A - DEFINITION OF MARPOL ANNEX V – GARBAGE

Garbage means all kinds of victual, domestic and operational waste, excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of or continuously or periodically present, except those substances which are defined or listed in other Annexes to the present MARPOL Convention.

EXAMPLES OF GARBAGE

DOMESTIC WASTE

- Food waste originating from food produced within the United Kingdom or from a vessel whose last port of call was within the United Kingdom
- Food waste originating from food produced outside the United Kingdom or from a vessel whose last port of call was outside the United Kingdom
- Packaging materials such as plastics, cans, etc. from food produced within the United Kingdom or from a vessel whose last port of call was within the United Kingdom
- Packaging materials such as plastics, cans, etc. from food produced outside the United Kingdom or from a vessel whose last port of call was outside the United Kingdom
- Medical or clinical waste
- Bottles, crockery, etc.
- Paper, cardboard, magazines, etc.
- Other items of domestic refuse from crews' quarters and galleys, e.g. plastic shampoo bottles, razor blades, etc.

OPERATIONAL WASTE

Maintenance Wastes:

- Oily Rags/Pads
- Machinery Maintenance Remains
- Soot And Machinery Deposits
- Broken Parts
- Packaging Materials
- Rust
- Paint

Cargo Associated Wastes:

- Dunnage
- Pallets
- Lining
- Strapping
- Metal Banding
- Cargo Residues

Miscellaneous:

- Shellfish Shells
- Fishing Gear
- Polystyrene Boxes
- Ash/Slag From On-Board Incineration Plan

APPENDIX B - FURTHER INFORMATION ON THE APPLICABILITY OF THE PORT WASTE RECEPTION FACILITIES REGULATIONS

The following categories of vessel fall outside the scope of the requirements of the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 and do not have to notify or discharge waste nor pay the mandatory Environmental Charge.

Vessel Type	Conditions to be fulfilled for vessels to fall outside of the scope of the regulations to notify, offload and pay mandatory charges
1. Vessels under the Small Commercial Vessel Code of Practice	Lay down provisions for sound waste management with further guidance to be provided in the forthcoming harmonised Small Commercial Vessel Code of Practice.
2. Warships, Naval Auxiliary ships and Vessels owned or operated by a state, and on government non-commercial service	Regulations do not apply but vessel is advised to consider the spirit of the regulations and apply best environmental practice
3. Tugs/Pilot Boats operating on a regional basis	Outside of scope of regulations unless vessel is calling at a port/terminal for reasons other than operating on behalf of other vessels, or is overnighting at a facility other than its home port/terminal
4. Class IV – Passenger Ships engaged only in voyages in category A, B, C and D waters.	Lay down provisions for waste management under Domestic Safety Management Code
5. Class V – Passenger Ships engaged only in voyages in category A, B and C waters.	Lay down provisions for waste management under Domestic Safety Management Code
6. Class VI – Passenger Ships carrying not more than 250 passengers to sea, or category A, B, C, and D waters in all cases in favourable weather and during restricted periods during which the vessel is at no time more than 15 miles exclusive of A, B, C and D waters from their point of departure nor more than 3 miles from land.	Lay down provisions for waste management under Domestic Safety Management Code
7. Class VI (A) – Passenger ships carrying not more than 50 passengers for distances not more than 6 miles on voyages to or from isolated communities on the islands or coasts of the UK and which do not proceed for a distance of more than 3 miles from land.	Lay down provisions for waste management under Domestic Safety Management Code
8. Class IX (A) – Ships (other than ships of class IV to VI inclusive) which do not proceed to sea.	These vessels should ensure that their ship generated wastes are handled in an environmentally sound manner with further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfil the regulations
9. Class IX (A) (T) – Tankers which do not proceed to sea.	These vessels should ensure that their ship-generated wastes are handled in an environmentally sound manner with further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a loadline exemption then it must fulfil the regulations

Such vessels must lay down their own sustainable waste management practices in their applicable codes of practice to ensure they manage their wastes in a manner consistent with the spirit of the PWRF

Regulations. Guidance from the Maritime & Coastguard Agency suggests that this should take the form of individual contracts or similar arrangements with approved waste management contractors or the terminal at which they call.

Dredgers, Survey Ships and comparable vessels

MCA Guidance states that these vessels, which are not 'bound' for another port or terminal *per se*, may apply to the MCA for an exemption in the same manner as any other vessel if they can demonstrate scheduled, frequent and regular sailings with robust waste management practices at their home port or terminal. Refer to MGN 563 (as amended) for further information.

APPENDIX C - CONSULTEES / EXMAPLE CONSULTATION CORRESPONDENCE

Consultation Questionnaire.docx
19 KB

Waste FAQ (Rev3).pdf
64 KB

Good Afternoon

Further to my previous email informing that Defra have amended their guidance regarding International Catering Waste (ICW). The requirements and legislation around ICW have not changed, the change is the inclusion of EU galley waste as ICW where it was excluded previously.

After consultation with the MCA and investigation of the associated costs of providing ICW waste reception facilities with our service provider the decision has been made to keep facilities as they are at present.

The main driver for this decision was the quoted cost of providing the facilities, this would mean quite a surprisingly burdensome increase in the Environmental Levy which would be shared equally between all visiting vessels regardless of the need to land ICW. Therefore, as it is now, vessels needing to land ICW arrange and pay for the service when needed. This will be periodically reviewed.

It is noteworthy that the existing [Declaration](#) is still valid for vessels that have cleaned and disinfected all areas on the vessel that come into contact with food (galley, store rooms) and any restocking is done inside the UK, Channel Islands and Isle of Man since visiting an EU destination.

Also that there is no obligation upon vessels to land galley waste if there is sufficient storage on board.

In situations that galley waste is retained on board other ships waste can be landed in the ABP MARPOL annex V reception facilities provided it conforms with annex V.

Understanding of the requirements for and definitions of ICW along with accurate notification are key requirements.

One point to mention is that waste notifications are detailing food wastes and occasionally ICW (with the changes all food wastes from outside UK is classified as ICW).

Could I please ask that steps are taken to encourage and ensure accurate notifications going forward, and where relevant, if a landing is to go ahead a declaration as mentioned above or details of ICW landings is provided.

May I take this time to inform you that the Port Waste Management Plan for South Wales Ports is presently under review as interested parties I would welcome comments as part of a consultation process, please take some time to complete the attached questionnaire and return to me by Friday 3rd September.

**Many Thanks &
Kind Regards**

[REDACTED] | Marine Operations Supervisor | Associated British Ports
 Queen Alexandra House | Cargo Rd | Cardiff | CF10 4LY
 Tel: [REDACTED] Mob: [REDACTED] | www.abports.co.uk

KEEPING
BRITAIN TRADING

Good Afternoon

As tenants operating terminals or dedicated berths at ABP's South Wales Ports who are not adopted under our Port Waste Management Plan I thought it may be helpful if I passed on some information regarding recent changes to DEFRA Guidelines and the classification of International Catering Waste (ICW). Our Port Waste Management Plan is under review at present and you may find this information helpful for your individual waste management plans. Apologies if you are already aware or agents acting on behalf of vessels visiting your terminals have made you aware.

Defra have amended their guidance regarding International Catering Waste (ICW). ICW is a high-risk category 1 animal by-product (ABP). It is now the case that all food waste and related packaging from vessels travelling outside the UK, Channel Islands and Isle of Man is now categorised as ICW, even if they stocked up for the entire journey in the UK, Channel Islands and Isle of Man unless the details found here are true and [Declaration](#) provided.

More information can be found [HERE](#).

Therefore if any vessel makes a declaration to land food waste and/or associated packaging (defined as ICW under the new guidelines), at one of our South Wales Ports, separate arrangement between ship, charterer, or agent and an approved licenced contractor who can dispose of ICW must be made. The agents for vessels visiting your terminals should deal with the notifications and arrangements for waste collection/disposals unless this is something you do as terminal operators.

Disposal of ICW is quite costly, however, there is no obligation to land ICW in South Wales, if the vessel has enough dedicated storage on board for Galley waste.

To view the full Waste Management Plan for South Wales Ports, which is currently under review follow this link:
http://www.southwalesports.co.uk/Port_Information/Waste/
 Section 5.1.2 sets out Terminal Operators Responsibilities.


If you have any comments or considerations feel free to respond.

Many thanks &
Kind Regards

[REDACTED] | Marine Operations Supervisor | Associated British Ports
 Queen Alexandra House | Cargo Rd | Cardiff | CF10 4LY
 Tel: [REDACTED] Mob: [REDACTED] | www.abports.co.uk

KEEPING
BRITAIN TRADING

Consultation on Port Waste Management Plan ABP South Wales

 To: 'porthhealth-srs-wales@valeofglamorgan.gov.uk' Tue 04/09/2018 11:11

You forwarded this message on 04/09/2018 11:22.

Good Morning

I have been tasked with review of the Port Waste management Plan for the ABP ports of South Wales, specifically Newport, Cardiff, Barry and Swansea.

Please could this be forwarded to the correct person for consultation.


I've attached a consultation Draft of the revised Port Waste Management Plan and it is also available to view on the ABP South Wales Website for your review and comment and can be found [here](#).


The waste management system operating in the afore mentioned ports remains unchanged. However the plan has undergone a revision that brings it in line with the group plan template. Also content changes of some general updates, points of clarification and editorial changes including but not limited to the following:


- Explanation of change of Contracted Waste Service Provider.
- Updated Legislation Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended), Animal By-products (Enforcement)(No.2)(Wales) regulations 2011 and MGN 563.
- Updated Table of Terminals, Cargoes Handled and Waste management responsibilities by terminal.
- Clarification of Special Areas of protection and conservation.
- Updated table of provision and costs of collection / disposal of wastes by annex.
- Updated agent list in use in ABP South Wales ports.
- Updated approved waste contractors for ABP South Wales ports.
- Inclusion of last three years waste notification data.
- Updated port plans of Marpol Annex V waste reception facilities.
- Update of information placed on board vessels regarding procedures for waste notification, ship non-compliance and complaint procedure.
- New Image of Marpol Annex V facilities provided by Biffa.
- Updated procedure for unintentional International Catering Waste contamination.

Also welcome are comments and observations on:

- Type, capacity, number and adequacy of reception facilities.
- Location and ease of use of reception facilities.
- Cost of facilities and the ABP mandatory waste Charge.

Your comments, corrections or suggestions for improvement would be welcome and gratefully received.
Please reply to  by Friday 14th September 2018.

Best Regards,


Marine Operations Supervisor | Associated British Ports | South East Wales
Queen Alexandra House | Cargo Road | Cardiff | CF10 4LY
Tel:  www.southwalesports.co.uk

APPENDIX D - SHIPS' AGENTS FOR ABP SOUTH WALES PORTS

A H Monsen Ltd.

Anchor Building
Penrod Way
Heysham
Lancashire
LA3 2UZ
Tel: +44 (0) 1524 862010
Email: jenny@ahmonsens.co.uk
jane@ahmonsens.co.uk

A Neilson & Co Ltd

Lockhead Kings Dock, Swansea,
SA1 1QR
Tel: 01792 652421
a_nielsen@talk21.com

Bay Shipping

Ground Floor, Cromlin East
Longwood Drive
Cardiff
CF14 7YU
Tel: 02920 453399
Fax: 02920 454343
E-mail: agency@bayshipping.co.uk
peter@bayshipping.co.uk

Casper Port Agency

22 Princess House,
Princess Way,
Swansea, SA1 3LW
t: +44 (0)1792 961 961
e: swansea@casperltd.com

Celtic Logistics

71 Rhyd-y-Penau Road
Cardiff
Tel: 029 20753444
Fax: 029 20757324
E-mail: agency@celticlogistics.co.uk
theo@celticlogistics.co.uk

Charles Willie Group

Celtic House
6 Ocean Way
Cardiff
CF24 5HG
Tel: 02920 475740
Fax: 02920 475744
E-mail: agency@williegroup.co.uk

Clarkson Brothers

Ground Floor
St Andrews House
St Andrews Road
Avonmouth
Bristol
BS11 9DQ
Tel: 01179380810
Fax: 01179382183
avonmouth@clarksons.com

Cliffside Shipping Co. Ltd

5 Cliffside, Forrest Road
Penarth,
CF64 5RG
United Kingdom T: +44 (0) 7725 235 924
E: lloyd@cliffsideshipping.co.uk
E: agency@cliffsideshipping.co.uk

Cory Brothers

Suit 132
1st floor
St Andrews House
St Andrews Road
Avonmouth
Bristol
BS11 9DQ
Tel: 01179 382323
E-mail: agency.cardiff@vertomcory.com

Denholm Port Services

Avonmouth Dock
Bristol
BS11 9DM
Tel: 01179825836
Fax: 01179826272
E-mail: agency.sww@denholm-portservices.com

D&B Shipping

The Docks
Sharpness
Gloucestershire
GL13 9UD
Tel: 01453 811601
Fax: 01453 810868
Email: agency@dandbshipping.co.uk

GAC Shipping (UK) Ltd

Basepoint Business Centre

Beaufort Park
Chepstow
NP16 5UH
Tel: 01633 746114
E-mail: agency.bristolchannel@gac.com

Graypen

Old Customs House
East Lock
Alexandra Dock
Newport
NP20 2NP
Tel: 01633 254385
Fax: 01469 552914
E-mail: newport@gp-shipping.com

Harvest Shipping

Pod 8 – Avon House
19 Stanwell Road
Penarth
CF64 2EZ
Tel: 02920 713837
Fax : 02920 713839
E-mail: nigelpollard@harvest-shipping.co.uk

Inchcape

F3 Captain Superintendents Building
The Royal Dockyard
Pembroke Dock
SA72 6TD
Tel: 01646 401602
E-mail: milford.haven@iss-shipping.com

Kettlewell

121 Boothferry Road
Goole
DN14 6AZ
Tel: 01405 762262
Email: agency@kettlewell.com

Ned West Ltd

The Dock, Sharpness, Berkeley, Glos.
GL13 9UY
Phone: 01453 811566
Email: shipping@nedwest.co.uk

Osprey Shipping Ltd

Gordano Rd
Royal Portbury Dock
Bristol
BS20 7XQ
Tel: 01275 374636
Fax: 01275 373250
E-mail: bristolchannel@ospreyltd.com

SIMEC PORTS (UK) LIMITED

SIMEC Bird Port, Corporation Road
Newport, NP19 4RE
United Kingdom
M: +44 (0) 7811 354861
T: +44 (0) 1633 273 647
E: agency@simec.com

Tata Steel Logistics & Shipping

30 Internal Logistics Building
Port Talbot Works, SA13 2NG
Tel: 01639 872169
Fax: 01639872163
E-mail: shipping-agency-pt@tatasteelurope.com
Daniel Williams
Shipping Agent
Steel Logistics
Tata Steel
M: +44 (0) 7398 286 229
E: Uk.Shipping.Agency@tatasteelurope.com
E: Daniel.Z.Williams@tatasteelurope.com

Thurley

14 Saxon House
Upminster trading park
Warley Street
Upminster
RM14 3PJ
Tel: 01708 250833
Email: agency@thurley.co.uk

TU Agencies

Alexandra Dock
Newport
NP20 2UW
Tel: 01633 259932
Fax: 01633 266727
Email: operations@tuagencies.co.uk

APPENDIX E - APPROVED WASTE CONTRACTORS FOR ABP SOUTH WALES

Main Contractor

GD Environmental Services Ltd

Nash Road,

Newport,

NP18 2BS

T: 01633 277755 | F: 01633 290888

www.gd-environmental.co.uk

Email: GD Environmental info@gd-environmental.co.uk

Authorisation

Annex V, (ICW)

Facilities Provided							
Licensed Waste Disposal Contractor	Oily Wastes	Noxious Liquid Substances	Packaged Harmful Substances	Sewage	Garbage (Generated Waste)	Garbage (Hazardous Waste - e.g. WEEE, Paints, Fluorescent Tubes etc)	Garbage (International Catering Waste)
GD Environmental Tel: 01633 277755	Y	Y	Y	Y	Y	Y	Y
Slicker Recycling Tel: 0330 159 8325	Y	Y	Y	Y	N	N	N
West Environmental Services Ltd Tel: 01633 613882 Email: info@asbestoswales.co.uk	Y	Y	Y	Y	N	N	N
Biffa Tel: 0800 307307	Y	Y	Y	Y	Y	Y	Y
Veolia Tel: 0345 6060460	N	N	Y	N	Y	Y	Y

APPENDIX F – PRIOR NOTIFICATION FORM FOR SHIP GENERATED WASTES



PORT WASTE MANAGEMENT NOTIFICATION FORM

THIS FORM IS TO BE COMPLETED UNLESS THE SHIP HAS BEEN GRANTED AN EXEMPTION BY THE MARITIME & COASTGUARD AGENCY

Ship Information

Name of Ship..... IMO Number.....
 Call Sign..... Flag State.....
 ETA..... ETD.....
 Number of Crew..... Berth No./Terminal.....
 Last port of call..... Next port of call.....
 Ship's Agent..... Email Address.....

HOW MUCH WASTE WILL YOU DELIVER TO PORT RECEPTION FACILITIES?

ALL SOME NONE

If delivering all waste, complete Red column data fields only. Otherwise, complete all columns.

Waste	Amount of waste to be delivered (m ³)	Maximum dedicated storage capacity (m ³)	Amount of waste retained on board (m ³)	Port where remaining waste will be delivered	Estimated waste to be generated before next port of call (m ³)
Oil					
Oil					
Oily mixtures containing chemicals					
Sludge from purification of fuel oils					
Noxious liquids					
Dirty ballast water & tank washings					
Other (please specify)					
Sewage					
Untreated sewage					
Part-treated sewage					
Garbage					
Food waste & packaging					
International catering waste					
Separated for recycling					
Other (please specify)					

Waste	Amount of waste to be delivered (m ³)	Maximum dedicated storage capacity (m ³)	Amount of waste retained on board (m ³)	Port where remaining waste will be delivered	Estimated waste to be generated before next port of call (m ³)
Cargo-associated waste¹					
Dunnage					
Other (please specify)					
Cargo Residues¹					
Scale & Sludge from tank cleaning					
Other (please specify)					

¹ May be estimates

- Notes:
1. This information may be used for Port State Control and other inspection purposes
 2. EU Member States will determine which bodies will receive copies of this notification
 3. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000/59/EC, issued in the UK by the Marine & Coastguard Agency (MCA)
 4. International Catering Waste (ICW) is defined under the EU Animal By-products Regulations (1774/2002/EC) as "catering waste from means of transport operating internationally". Any catering waste from a vessel that has landed in a non-EU port is subject to these controls after returning to the EU. This includes all vessels that have docked/landed in non-EU countries even if the vessel has been provisioned in the EU.
If a declaration from the Ship's Master is provided stating that the ship's stores have been completely emptied, cleaned, disinfected and re-stocked in the EU, catering waste from these supplies would not be considered to be ICW. Please refer to http://www.defra.gov.uk/animalH/Int-trde/icw/pdf/icw_candd.pdf.

Do you treat or minimise waste on board? YES NO

If the answer is YES, please state which equipment you use (Tick all boxes that apply)

Oily separator Incinerator Compactor Sewage treatment
 Recycling facilities Other (please specify).....

STATEMENT

I confirm that the above details are correct and there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.

Date: Time:

Name: Position:


THIS FORM IS TO BE SENT TO [WWW.ABPWASTE.CO.UK](http://www.abpwaste.co.uk) AT LEAST 24 HOURS BEFORE ARRIVAL AT ABP
 A COPY SHOULD BE ENTERED IN YOUR GARBAGE RECORD BOOK UNTIL AT LEAST YOUR NEXT PORT OF CALL. ANY OTHER COMMUNICATIONS CONCERNING WASTE RECEPTION FACILITIES IN THE PORT SHOULD BE ADDRESSED TO :

EMAIL:

TEL:

FAX:

APPENDIX G – EXAMPLE OF WASTE TRANSFER DOCKET

		ASSOCIATED BRITISH PORTS		CONTROLLED WASTE TRANSFER NOTE - SHIPS WASTE.			No. XXXXX		
SECTION A - DESCRIPTION OF WASTE OFFLOADED									
TYPE		CATEGORY	BAGS	M3	EWC CODE				
General Garbage (Non ICW)		C			20	03	01		
International Catering Waste (CAT1 ICW)		B			20	01	08		
Paper (Non ICW)		C			15	01	01		
Cardboard (Non ICW)		C			15	01	01		
Plastic (Non ICW)		A			15	01	02		
SECTION B - PRODUCER OF WASTE (The Vessel)									
Shipping Line:									
Vessel:									
Agent:									
ETA (Date & HW):				ETD:					
SECTION C - PERSON COLLECTING THE WASTE									
Company:		GD Environmental Service Limited							
Address:		Nash Road, Nash, Newport NP18 2BS							
SECTION D - TO BE COMPLETED BY BOTH PARTIES									
ABP Port		Newport <input type="checkbox"/>		Cardiff <input type="checkbox"/>		Barry <input type="checkbox"/>		Berth:	
		Port Talbot <input type="checkbox"/>		Swansea <input type="checkbox"/>					
Date of Transfer:				Time:					
Signed by GD Environmental:		Full Name:							
		Signature:							
Signed on behalf of Vessel:		Full Name:							
		Signature:							

APPENDIX H - CALCULATIONS FOR THE ABP MANDATORY WASTE FEE

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended) require ports to levy a charge on vessels to pay for a “significant” proportion of the costs incurred in the provision of waste reception facilities.

ABP South Wales will discharge this duty by charging non-exempt vessels a Mandatory Waste Fee to cover waste-management costs. It will follow the corporate ABP policy of recouping 100% of costs involved in the provision of garbage-reception facilities. The costs of providing operational waste reception facilities are covered under separate arrangements. Overall, however, ships will contribute – through the Mandatory Waste Fee – to at least 30% of the total costs involved with waste management in this port.

The Mandatory Waste Fee is calculated by dividing the total cost of waste-reception facilities provided by ABP, including an element of administration, by the number of non-exempt vessels visiting the ports. The fee will be reviewed and revised at the end of each year, when the costs for waste disposal – including the annual increase in Landfill Tax – will be agreed with ABP’s waste contractors. The port will notify vessels and their Agents of the new annual charges. The MCA will also be notified about changes to the fee by means of an addendum to this Port Waste Management Plan.

N.B. The Mandatory Waste Fee relates only to the costs of dealing with ship-generated garbage. All other costs regarding the reception and disposal of oil, hazardous waste and sewage are to be borne by the ship. At the present time this also includes non-EU waste, but this may change if the decision is made to treat ALL waste as Category 1.

Historically charges have been levied in two bands, vessels under 3000 gt, and vessels over 3000 gt. ABP South Wales has decided to replace this with a single charge made to all non-exempt vessels which are reviewed on an annual basis, details can be found [here](#) on the South Wales Ports Web Site.

The mobile collection system employed allows the option for vessels wishing to land larger volumes than covered by the fee to do so at an additional charge thus making it a fairer method of charging – the greater producer of waste pays more.

The system is not open to the opportunities for abuse and misuse that the previous open unpoliced skip provision was, it is believed that with no opportunity for fly tipping etc. this portion of the cost will decrease.

At that time calculations will be made which truly reflect the costs of providing the service, they will be totally transparent, and will be promulgated to all interested parties.

As stated above, the formula to be used will be the *total cost of providing the waste reception and disposal service, including a small administration charge, divided by the total number of non-exempt vessels visiting ABP’s South Wales ports.*

APPENDIX I - PAST 3 YEARS BREAKDOWN OF WASTE DELIVERED AND RETAINED ON BOARD AND SUMMARY MARPOL ANNEX V WASTES GENERATED BY SHIPS LANDED AT ABP SOUTH WALES PORTS AS PER CERS DECLARATIONS

	2022		2023		2024	
	Amount of waste to be delivered (m ³)	Amount of waste to be retained onboard (m ³)	Amount of waste to be delivered (m ³)	Amount of waste to be retained onboard (m ³)	Amount of waste to be delivered (m ³)	Amount of waste to be retained onboard (m ³)
Oil	9.845	310.004	1.1	188.176	7.15	219.633
Mixture	22.54	602.231	11.36	465.809	30.3	439.767
Sludge	72.635	1029.499	69.1	1128.561	29.85	1410.829
Ballast	0	0	4924	5	0	0.4
Other Liquid	0.803	35.021	0.12	40.96	2.8	45.087
Untreated	16	600.7	0	410.302	2	717.5
Part Treated	0	0	0	0	0	0
Food	37.645	9.285	36.984	13.119	17.559	19.995
Catering	19.555	1.597	3.525	2.288	4.49	3.821
Separated	121.019	74.503	119.435	29.077	169.716	33.628
Other Garbage	235.107	19.653	167.474	17.826	223.3135	34.641
Dunnage	0.5	0	0.5	0.5	0	0
Other Cargo	9.1	12	0	0	0	0
Scale	0	0.04	0	0.03	0	0.08
Other Residues	5.56	454.48	4456.46	449.025	201.14	341.1
Total	550.309	3149.013	9790.058	2750.673	688.3185	3266.481

MARPOL ANNEX V waste for 2022 in South Wales

2022													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ALL ABP													
Waste Collected (kg)	10.375	10.748	12.574	10.665	14.494	13.68	10.694	10.668	8.233	11.281	10.179	8.672	132.263
Number of lifts	68	61	66	52	75	62	69	66	59	72	59	53	762
Garbage pre-notified (m ³)	87.325	25.185	38.688	34.183	26.877	21.337	34.362	33.083	30.033	35.278	31.565	15.41	413.326
Pre notifications received	40	43	51	44	52	41	51	43	34	46	49	33	527
Total site waste costs	£3,069.70	£3,030.51	£2,916.93	£2,451.17	£3,917.64	£3,275.95	£3,085.53	£3,227.75	£2,420.99	£2,874.94	£2,385.18	£2,118.43	£34,774.72
Newport													
Waste Collected (kg)	5.253	4.986	5.309	4.86	5.642	6.999	5.443	3.826	3.711	5.414	3.68	3.443	58.566
Number of lifts	26	19	22	18	19	23	27	24	21	24	19	17	259
Garbage pre-notified (m ³)	9.093	5.3	19.993	10.661	13.111	8.195	9.358	9.127	12.816	16.213	11.48	5.37	130.717
Pre notifications received	15	17	32	22	31	21	25	22	17	27	24	14	267
Total site waste costs	£1,093.08	£1,087.69	£811.20	£730.08	£1,124.40	£1,352.99	£1,143.22	£1,132.67	£740.71	£825.80	£635.58	£718.95	£11,396.37
Cardiff													
Waste Collected (kg)	2.367	2.453	3.092	1.835	2.725	3.501	2.806	3.646	1.642	3.291	2.379	1.657	31.394
Number of lifts	14	14	15	13	21	15	14	16	13	22	15	11	183
Garbage pre-notified (m ³)	5.967	4.573	3.485	4.152	2.566	6.142	10.889	14.696	4.652	2.09	5.75	4.12	69.082
Pre notifications received	15	13	9	10	7	10	12	8	8	8	11	7	118
Total site waste costs	£600.28	£608.40	£685.46	£543.50	£942.36	£800.38	£648.29	£852.43	£540.13	£1,127.64	£673.48	£423.17	£8,445.52
Barry													
Waste Collected (kg)	0.69	1.527	1.029	1.45	1.781	1.6	1.065	1.178	0.355	0.618	0.17	0.275	11.738
Number of lifts	8	7	7	7	10	7	7	8	7	5	3	2	78
Garbage pre-notified (m ³)	69.935	2.655	0.4	1.4	2.32	1.27	1.35	0.95	0.36	1	0	0.78	82.42
Pre notifications received	4	2	1	1	4	2	3	2	1	2	0	2	24
Total site waste costs	£497.54	£482.66	£384.64	£466.44	£567.84	£459.68	£469.82	£494.16	£324.48	£256.60	£84.36	£96.67	£4,584.89
Port Talbot													
Waste Collected (kg)	0.16	0.103	0.12	0.36	0.18	0.04	0.48	0.18	0.12	0.22	0.06	0.48	2.503
Number of lifts	4	4	4	5	4	3	5	2	2	2	2	3	40
Garbage pre-notified (m ³)	0.64	0	0.8	1.25	0.12	1.44	0.6	0.3	0.75	0	0.845	0.72	7.465
Pre notifications received	2	0	2	2	1	2	2	1	2	0	6	3	23
Total site waste costs	£162.24	£162.24	£162.24	£202.80	£162.24	£81.12	£236.60	£82.47	£81.12	£91.39	£84.36	£135.20	£1,644.02
Swansea													
Waste Collected (kg)	1.905	1.679	3.024	2.16	4.166	1.54	0.9	1.838	2.405	1.738	3.89	2.817	28.062
Number of lifts	16	17	18	9	21	14	16	16	16	19	20	20	202
Garbage pre-notified (m ³)	1.69	12.657	14.01	16.72	8.76	4.29	12.165	8.01	11.455	15.975	13.49	4.42	123.642
Pre notifications received	4	11	7	9	9	6	9	10	6	9	8	7	95
Total site waste costs	£716.56	£689.52	£873.39	£508.35	£1,120.80	£581.78	£587.60	£666.02	£734.55	£573.51	£907.40	£744.44	£8,703.92

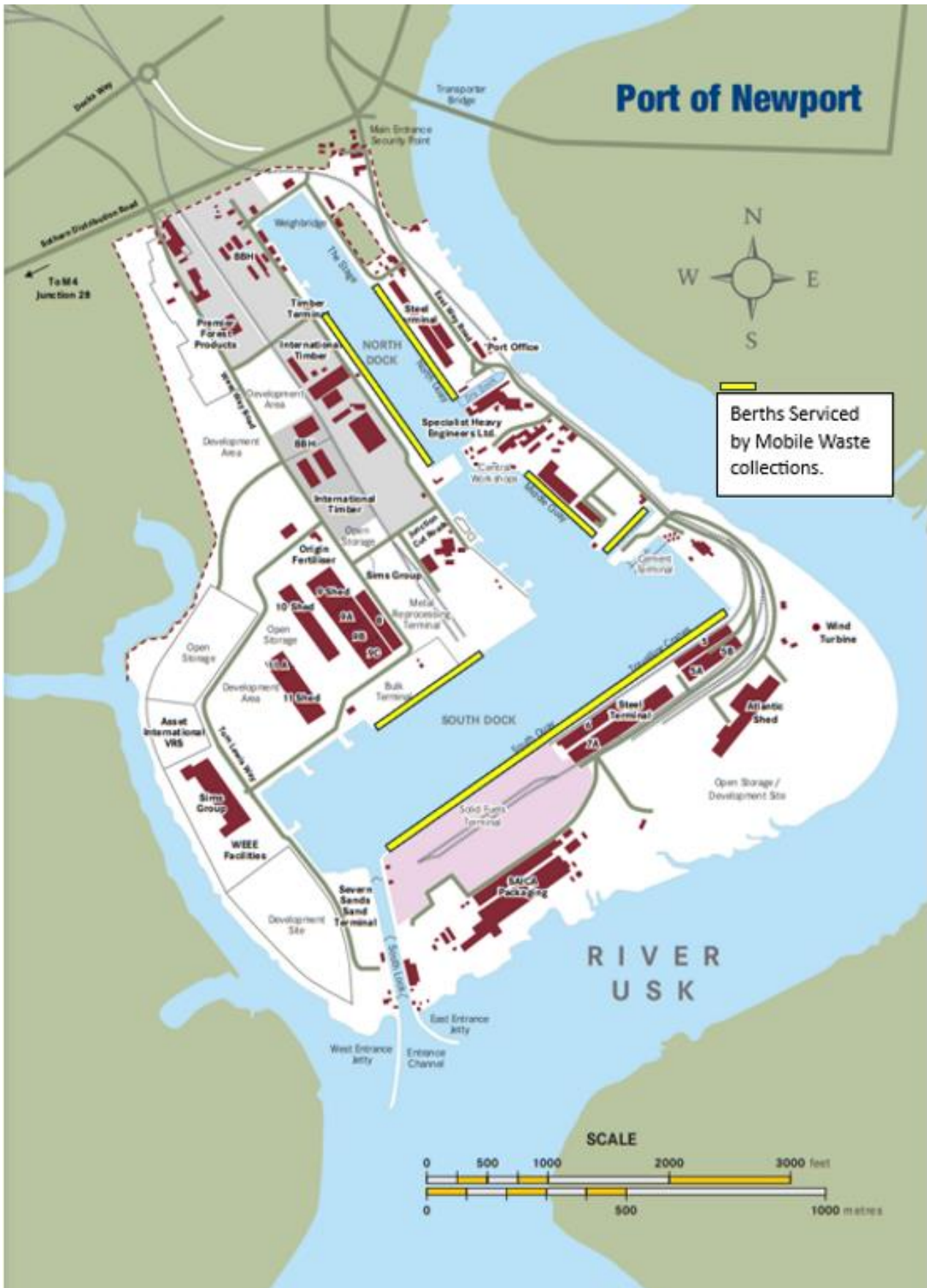
MARPOL ANNEX V waste for 2023 in South Wales

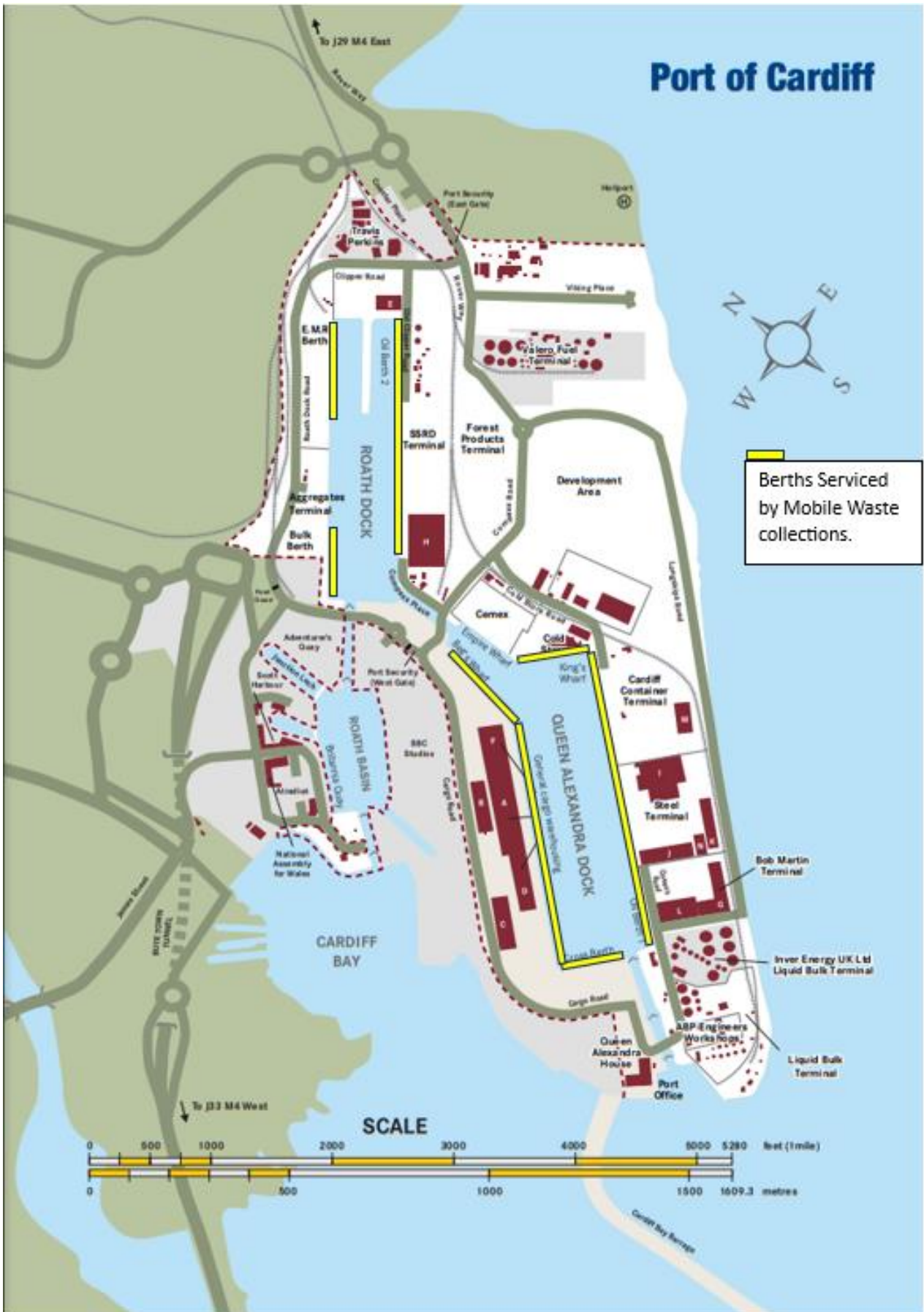
2023													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ALL ABP 2023													
Waste Collected (kg)	9.564	7.369	7.553	10.39	13.076	9.385	8.232	11.322	10.697	10.106	10.857	7.529	116.08
Number of lifts	60	44	56	55	60	55	58	63	50	59	55	41	656
Garbage pre-notified (m ³)	14.338	20.993	18.777	30.578	31.787	41.778	40.148	37.547	53.58	28.573	23.373	25.061	366.533
Pre notifications received	27	40	34	40	42	58	52	56	48	36	37	28	498
Total site waste costs	£2,474.45	£1,904.34	£2,015.70	£2,523.13	£2,994.04	£2,350.56	£2,270.32	£2,581.29	£2,289.70	£2,488.71	£2,120.64	£1,688.51	£27,701.39
Newport													
Waste Collected (kg)	3.846	3.335	4.123	6.167	6.774	3.734	4.43	6.155	3.51	3.8	4.423	1.895	52.192
Number of lifts	18	11	24	21	19	19	19	26	20	17	19	8	221
Garbage pre-notified (m ³)	6.218	8.989	12.377	11.059	11.602	20.908	15.78	17.137	13.351	7.202	10.633	11.771	147.027
Pre notifications received	15	19	20	25	23	33	27	27	26	19	21	17	272
Total site waste costs	£816.07	£641.41	£858.90	£1,221.01	£1,233.84	£802.77	£948.58	£1,231.83	£795.32	£812.85	£616.47	£270.38	£10,249.43
Cardiff													
Waste Collected (kg)	2.921	1.136	1.503	1.265	1.96	1.463	2.045	1.771	1.181	0.922	2.965	1.495	20.627
Number of lifts	13	12	13	13	18	13	15	14	13	13	20	13	170
Garbage pre-notified (m ³)	3.95	5.154	3.08	6.359	4.855	4.65	4.14	7.35	3.194	2.051	4.22	9.06	58.063
Pre notifications received	6	9	5	7	5	12	10	12	6	6	6	7	91
Total site waste costs	£657.07	£460.36	£552.97	£536.74	£776.06	£577.98	£661.13	£582.72	£494.84	£463.98	£951.17	£506.16	£7,221.18
Barry													
Waste Collected (kg)	0.52	0.82	0.125	1.13	1.173	1.706	0.2	0.175	0.728	0.815	1.43	0.152	8.974
Number of lifts	4	4	3	4	4	5	2	2	4	6	6	1	45
Garbage pre-notified (m ³)	1.1	2.5	1.1		1.45	1.7	3.07	1.45	0.6	0.78	0.9	0.75	15.4
Pre notifications received	2	3	1		2	2	4	3	2	1	1	2	23
Total site waste costs	£112.22	£210.91	£81.12	£219.70	£190.63	£320.43	£86.53	£43.94	£155.48	£310.73	£219.34	£42.18	£1,993.21
Port Talbot													
Waste Collected (kg)	0.08	0.18	0.72	0.143	0.28	0.578	0.26	0.36	0.698	0.26	0.393	0.502	4.454
Number of lifts	2	2	2	2	2	3	2	2	2	2	2	3	26
Garbage pre-notified (m ³)	0	0.85	1.23	0.7	0.73	0.75	0.88	1.795	0.49	0.68	0.94	0	9.045
Pre notifications received	0	5	4	2	3	4	2	6	3	2	3	0	34
Total site waste costs	£81.12	£82.47	£137.91	£40.56	£81.12	£139.26	£81.12	£93.29	£125.74	£97.01	£91.39	£147.63	£1,198.62
Swansea													
Waste Collected (kg)	2.197	1.898	1.082	1.685	2.889	1.904	1.297	2.861	4.58	4.309	1.646	3.485	29.833
Number of lifts	23	15	14	15	17	15	20	19	11	21	8	16	194
Garbage pre-notified (m ³)	3.07	3.5	0.99	12.46	13.15	13.77	16.278	9.815	35.945	17.86	6.68	3.48	136.998
Pre notifications received	4	4	4	6	9	7	9	8	11	8	6	2	78
Total site waste costs	£807.97	£509.19	£384.80	£505.12	£712.39	£510.12	£492.96	£629.51	£718.32	£804.14	£242.27	£722.16	£7,038.95

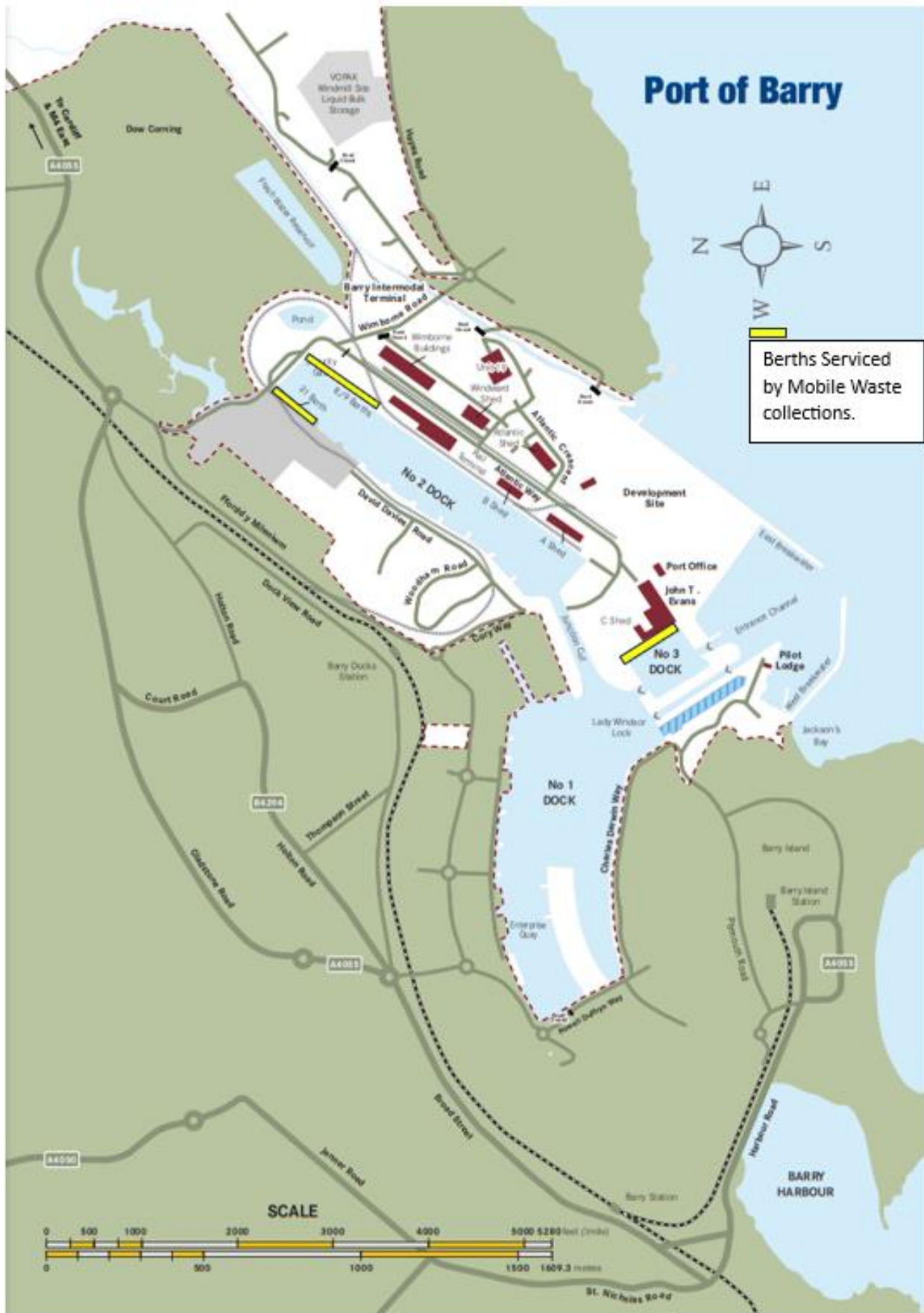
MARPOL ANNEX V waste for 2024 in South Wales

2024													
	January	February	March	April	May	June	July	August	September	October	November	December	TOTAL
ALL ABP 2024													
Waste Collected (kg)	11.522	9.558	7.493	10.011	10.076	10.309	8.88	8.004	9.64	13.383	8.318	10.788	117.982
Number of lifts	61	46	32	58	58	52	48	52	60	76	56	66	665
Garbage pre-notified (m ³)	25.681	30.085	23.56	33.0365	33.887	56.996	45.74	29.682	40.916	30.633	27.373	37.489	415.0785
Pre notifications received	44	46	50	54	67	57	68	62	66	46	60	52	672
Total site waste costs	£2,658.56	£1,981.66	£1,576.33	£2,448.99	£2,586.11	£2,346.89	£1,732.09	£2,095.27	£2,683.27	£3,382.15	£2,109.21	£2,743.59	£28,344.12
Newport													
Waste Collected (kg)	5.628	4.154	3.245	5.699	5.414	5.255	3.852	3.521	5.449	8.272	3.861	6.661	61.011
Number of lifts	20	11	9	19	20	17	12	12	17	23	13	22	195
Garbage pre-notified (m ³)	7.48	13.005	17.38	15.7465	18.292	12.031	11.99	10.652	14.04	6.548	18.13	21.29	166.5845
Pre notifications received	23	31	32	30	36	21	29	32	32	21	36	28	351
Total site waste costs	£903.71	£721.44	£603.90	£1,147.61	£1,167.02	£1,097.98	£463.98	£734.81	£1,119.20	£1,549.30	£766.15	£1,360.20	£11,635.30
Cardiff													
Waste Collected (kg)	1.972	1.407	1.635	0.84	1.63	2.06	1.511	1.361	1.803	1.793	1.049	1.364	18.425
Number of lifts	16	13	12	13	17	13	11	13	19	26	17	21	191
Garbage pre-notified (m ³)	2.501	1.37	4.56	6.02	3.485	13.675	10.53	10.74	6.755	22.725	5.383	5.679	93.423
Pre notifications received	8	4	12	13	18	22	15	20	19	20	18	11	180
Total site waste costs	£990.52	£506.16	£568.03	£437.97	£576.47	£525.13	£397.90	£506.16	£803.53	£975.06	£549.75	£684.72	£7,521.40
Barry													
Waste Collected (kg)	0.405	0.236	0.176	0.185	0.24	0.14	0	0.24	0.175	0.17	0	0.14	2.107
Number of lifts	5	2	1	3	2	2	2	3	3	2	2	1	28
Garbage pre-notified (m ³)	3.11	1.5		1.9	3.2	1.34	2.78	1.04	0.55		1	1.6	18.02
Pre notifications received	3	2		3	5	2	4	4	1		1	2	27
Total site waste costs	£42.18	£84.36	£42.18	£85.77	£84.36	£42.18	£0.00	£54.83	£84.36	£84.36	£0.00	£42.18	£646.76
Port Talbot													
Waste Collected (kg)	0.208	0.357	0.183	0.245	0.335	0.27	0.18	0.193	0.06	0.167	0.246	0.152	2.596
Number of lifts	3	2	2	2	3	2	2	2	2	2	3	2	27
Garbage pre-notified (m ³)	0.32	0.19	0.28	0.18	0.3	0	0	0	0.881	0	0	0.8	2.951
Pre notifications received	2	2	2	2	1	0	0	0	3	0	0	2	14
Total site waste costs	£84.36	£84.36	£42.18	£84.36	£126.54	£84.36	£46.40	£84.36	£84.36	£84.36	£126.54	£84.36	£1,016.54
Swansea													
Waste Collected (kg)	3.309	3.404	2.254	3.042	2.457	2.584	3.337	2.689	2.153	2.981	3.162	2.471	33.843
Number of lifts	17	18	8	21	16	18	21	22	19	23	21	20	224
Garbage pre-notified (m ³)	12.27	14.02	1.34	9.19	8.61	29.95	20.44	7.25	18.69	1.36	2.86	8.12	134.1
Pre notifications received	8	7	4	6	7	12	20	6	11	5	5	9	100
Total site waste costs	£637.79	£585.34	£320.04	£693.28	£631.72	£597.24	£823.81	£715.11	£591.82	£689.07	£666.77	£572.13	£7,524.12

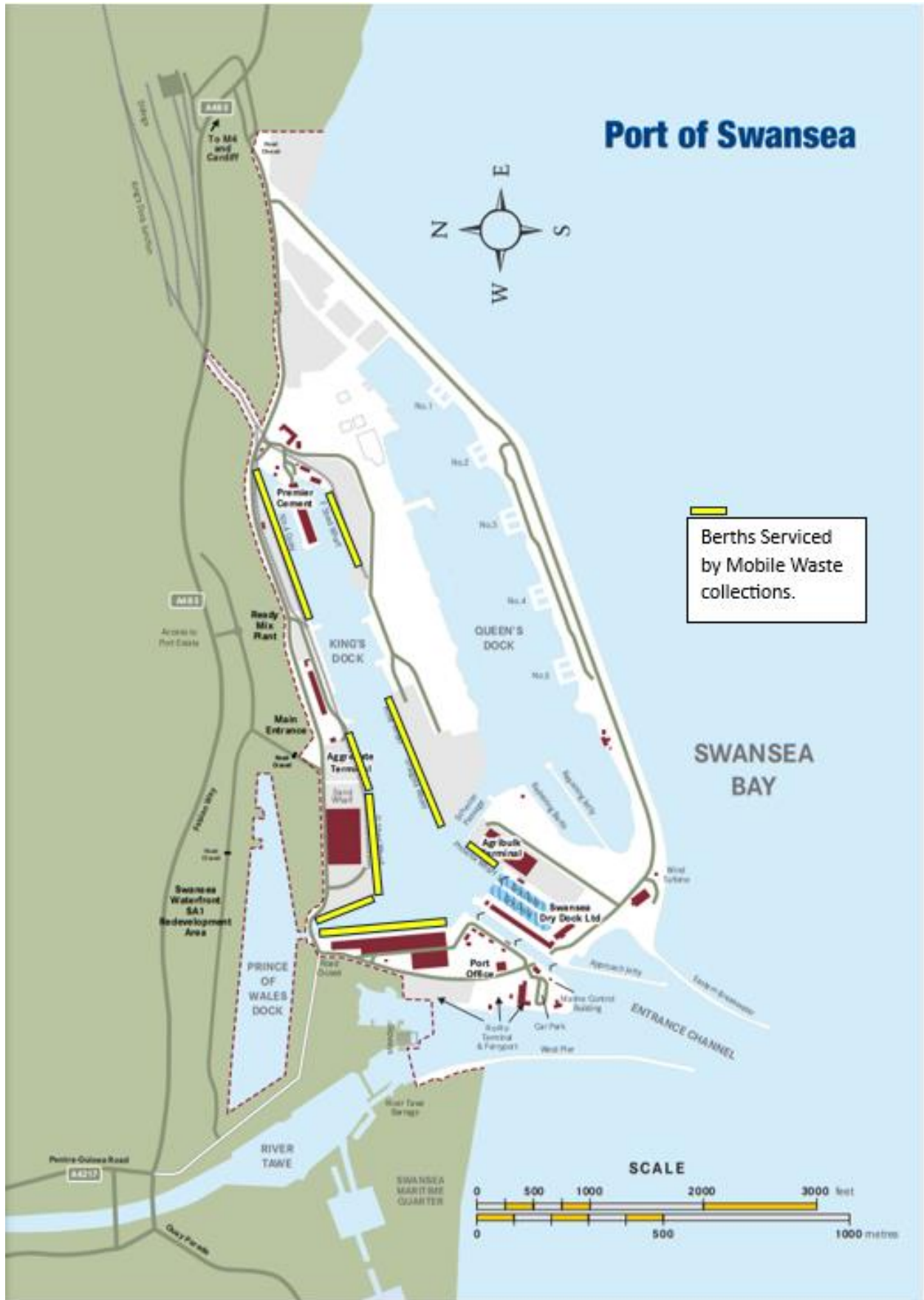
APPENDIX J - MAPS OF ABP SOUTH WALES PORTS SHOWING BERTHS COVERED BY MOBILE WASTE COLLECTION SERVICE











APPENDIX K - EXAMPLES OF INFORMATION LEAFLETS FOR ABP SOUTH WALES PORTS



PROVIDING A SAFE PLACE AT WORK FOR ALL THOSE THAT WORK AND VISIT THE PORTS IN SOUTH WALES

ABP have a legal duty to put in place suitable arrangements for managing Health and Safety. The keys to effectively managing the Health and Safety of the Ships Captain, Crew and other Port Users are contained in this Document.



NOTICE TO MASTERS

EMERGENCY CONTACT PROCEDURES

In the event of a major incident occurring on board a vessel the Master or a responsible member of the crew **must**:

- Immediately contact the Emergency Services (Dial 999) giving the following details:
- Caller's Name and Name of vessel, Berth / Location
- Number of crew, passengers and visitors on board, Casualties
- Type of incident, Main hazard (toxic vapour / fumes / fire / dangerous substances etc.)

Then inform

Associated British Ports Cardiff LPS – 02920 835023 (24hrs) – 07725638249 (Mob).

ABP's Security Contractor at the specific port.

Cardiff	Barry	Swansea	Port Talbot	Newport
07385 433098	07385 433099	07385 433107	07385 433109	07385 433100
029 20835008	01446 736110	01792 463443	07786 747761	01633 204465
029 20483238				01633 204428

General Information

Byelaws, Regulations, Acts

Byelaws and relevant regulations are published on www.southwalesports.co.uk or available on request from ABP's Cardiff Office. It is essential that the Port's Byelaws and all other applicable regulations should be observed in their entirety.

Dock Master

References to the Harbour Master in this documentation should be taken to read 'Harbour Master or his appointed representatives'; namely: LPS, Marine Operations Manager, Marine Operation Supervisors, Lock Controllers and GPMO's.

Special Notices

In addition to the foregoing, the attention of Masters is directed to any special notices handed to them on arrival by the Port Authority

Dredging Crafts

Attention is drawn to the fact that Dredging Craft may at any time be at work within the docks and/or Entrance Channels, and proper caution must be exercised by those in charge of vessels, when moving in the vicinity of dredging craft and their moorings.

No smoking notices

In cases where inflammable or explosive cargoes are being discharged and/or loaded special NO SMOKING notices must be exhibited on ship's gangway or hatch-coamings, etc., and it is incumbent upon Masters of Vessels to ensure that the instructions are strictly observed and that every possible precaution is taken to prevent fires and also that sufficient equipment and personnel are at all times readily available to deal with any outbreak of fire.

Burning or Welding

Burning or welding Plants may not be employed on or in the vicinity of any ship whilst within the Port without the consent of the Harbour Master, subject always to the appointment of an Officer responsible for the supervision of such operations and ensuring that adequate precautions are taken to prevent sparks from reaching inflammable or explosive cargo and/or bunkers.

Designated Walkways

Designated walkways on the quay are painted with signs indicating the direction of the berths. The entrances to the ports are controlled by Security and ships crew should carry identification with them at all times. Bus and Taxi points are located nearby.

Objects Dropped Into The Dock

The special attention of Masters of Vessels is drawn to the danger of allowing any objects or material to be dropped overboard which are likely to interfere with the safe navigation of vessels, the working of ABP dredging plant or cause damage to Lock Gates. It is a requirement that such accidental loss shall be reported to the Harbour Master. Vessels from which such objects are dropped in any of the Docks or approach channels will be held liable in the event of any damage subsequently arising out of the



presence of such objects or material.

Persons in the Dock

The Harbour Master must be informed if a member of the ship's crew or official visitor to the ship should fall into the dock.

Fresh Water Connection

- Fresh water is available; please advise the agent during your inbound passage. Cost available from your agent.

Disposal of Ships Waste

The arrangements for disposal of ship's waste in South Wales are detailed in the regional Port Waste Management Plan, this can be viewed in full [HERE at www.southwalesports.co.uk/Port_Information/Waste/](#) or via your agent or local MCA Office (Cardiff) where a copy is available for inspection. APPENDIX E contains a list of approved waste service providers, their contact details and the services offered. There is also a description of the charging system employed for the service provided by ABP in APPENDIX G.

In summary the plan requires [Masters](#) to make the following arrangements on common user berths. Terminal operators have their own in-house waste disposal plans.

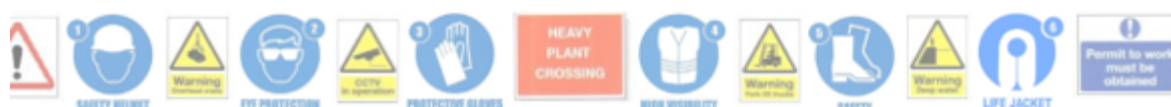
Waste Oil (Marpol Annex 1)	Contact your Agent
Noxious Liquid substances (Marpol Annex II)	Contact your Agent
Sewage (Marpol Annex IV):	Contact your Agent

Disposal of ships Garbage (Marpol Annex V):

At ABP's South Wales Ports we provide a collection/disposal service for the following waste streams and quantities:

- | | |
|---|---------------|
| 1. International Catering Waste (ICW) | 8 BAGS |
| All Food Waste & associated packaging
ICW is a high-risk category 1 animal by-product. ICW includes all food waste and associated packaging on ships travelling internationally AND within EU territory. Only vessels which have made a declaration that all their ships stores have been completely emptied, cleaned, disinfected and restocked following their last international voyage and any restocking is done inside the UK, Channel Islands and Isle of Man will be able to deposit their galley waste via non-hazardous routes along with other domestic refuse from the crew quarters. | |
| 2. Paper (NO ICW) | 1 BAG |
| 3. Cardboard (NO ICW) | 2 BAGS |
| 4. Plastics, Metals & Cartons (NO ICW) | 2 BAGS |
| 5. Mixed Municipal Waste (NO ICW) | 7 BAGS |

Substantial quantities (domestic/operational) **Contact your Agent**
Other Marpol Annex V Hazardous items (paints/Weee/etc) **Contact your Agent**



In Wales, disposal of Ship's Waste must comply with the Waste Separation Requirements (Wales) Regulations 2023. more information can be found following the links below:

<https://www.legislation.gov.uk/wsi/2023/1290/contents/made>

<https://www.gov.wales/separate-collection-waste-materials-recycling-code-practice>

The Regulations state that recyclable waste must be separated when presenting for collection, vessels are requested to make sure all waste streams are uncontaminated by hazardous wastes, paper/card material is dry, and plastic and metal containers empty of hazardous liquids. To assist collections all waste is to be presented in clear refuse sack (available from your agent) or individual items to allow inspection.

ICW is to be presented double bagged in black refuse sack to limit contamination.



Our waste task force will tend each vessel at a prearranged time and is easily identifiable by ABP & GD Environmental insignia clothing and vehicle.

A 'Duty of Care Waste Transfer Note' detailing waste collected is to be completed by the GD Environmental representative and a vessels representative at the time of waste handover.

IT IS AN OFFENCE to deposit Garbage on adjacent quays and berths, offending vessels may be fined and/or delayed until the waste is recovered.

It is the Ships/Agents responsibility to dispose of (in the correct manner) any waste generated as a result of receiving stores (Pallets, Boxes, Packaging etc). This type of waste cannot be disposed of via the Waste Collection Service in place at AB Ports of South Wales.

Paint tins, oil receptacles and oiled rags/cotton waste must be disposed of as 'Hazardous Waste' via your agent. If a vessel is found to have such items in the waste presented for collection, it will be refused but the vessel will still be charged.

Waste Notification

The Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 (as amended) regulations require vessels to notify their next port of call of the types and amount of waste they will be discharging during their time alongside. This information must be given at least 24 hours in advance of arrival or as soon as they leave their last port.

Ships' Agents acting on behalf of ship owners, Masters or managers in arranging provision of waste-disposal facilities or services shall, at all times, pay due regard to the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended), Marine Guidance Note 563 (as amended), MARPOL regulations, the



Environmental Protection Act 1990 and the general provisions and requirements set out in this Port Waste Management Plan. They are required to:

- Undertake the advance notification requirements if their vessels cannot do it themselves, including making sure the vessel receives a copy of the returned prior notification form for its own records.
- Make the arrangements between the ship and waste management contractors for the removal and disposal of all waste streams where fixed facilities are not in place at the port.
- Keep full records of requests made by Ships' Masters for the provision of reception facilities for, Annex II and Annex IV wastes, as well as the amounts of these wastes being disposed of through approved waste contractors.
- To keep records of the Waste Transfer Notes / Consignment notes (for hazardous wastes) generated by waste landed from their vessels for a minimum of 2 or 3 years respectively under the requirements of the Environmental Protection Act 1990.

Ship Non-Compliance

Where possible the terminal operator or harbour authority faced with a ship that has not complied with the need to notify and/or offload waste should inform the nearest MCA Office. Such ships may then be targeted for inspection by the MCA and destination harbours/terminals will be warned of their non-compliance. Masters and owners of ships that fail to comply with the requirements may be guilty of an offence and liable on summary conviction to a fine as provided for in regulations 18 (2), (3) and (4) of the 2003 Regulations as amended.

Complaint Procedure

Should the Master of a vessel believe that the port waste reception facilities are inadequate they should notify the Harbour Master accordingly using the contact details on the prior notification form.

If it is felt that a complaint or issue is not dealt with in a satisfactory manner, then the matter can be referred to the MCA, (using Annex D of MGN 563 (as amended)), at the following address: -

PWR Inadequacies,
Clean Ship Operations Team,
Maritime and Coastguard Agency,
Spring Place,
105 Commercial Road,
Southampton, SO15 1EG.
E-mail: environment@mcga.gov.uk

Inadequacy reporting procedures for Foreign Flagged Ships: Where possible, the Master of a foreign flagged ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of the port or terminal concerned immediately. If the problem is not resolved at the time to the master's satisfaction then the ship should contact their own flag State, who should take appropriate action through the IMO.



Environmental

Waste

- The port operates a comprehensive waste management plan for all shipboard waste. Relevant Ship's Marpol Annex V garbage is only to be collected by the waste service provider. Ship's waste must not be deposited in the port/dock estate or left on the quays. Please consult your agent or the Harbour Master for further details.
- The outlets of all overboard discharges must be closed when the vessel is lying alongside the quay. Vessels will be held responsible for any consequential damage arising from failure to comply with this instruction.
- No Master or other person in charge of any vessel shall permit any deck to be washed until the same shall have been carefully swept and the sweeping have been removed from the vessel.
- In accordance with EU Regulations that came into force in January 2011 all vessels should be burning Low Sulphur Fuel when within the port limits. This regulation will not be in force if the fuel changeover procedure for the given vessel takes longer than the expected port visit. Vessels that are obliged to comply with the regulation should do so from entering to leaving the port limits.
- Under no circumstances should a vessel discharge Oil or Untreated Sewage into the Dock.

Hazardous Waste

- With the exception of International Catering Waste. It is the responsibility of the ships agent to arrange for the reception and appropriate disposal of hazardous waste streams with an approved contractor.

Spills

- All vessels must comply with the current acts and orders relating to the spillage of oil in navigable waters.
- Masters of vessels that are loading or transferring fuels or lubricants are to take all necessary precautions to avoid spillage. Vessels that do spill oil may be prosecuted.

Spillage of Oil

All vessels in dock must comply with the requirements of current Acts and Orders relating to the spillage of oil in navigable waters. Steps will be taken to enforce these requirements and offending vessels will be held responsible for any damage or costs that may arise from infringement. Masters are, therefore, advised to see that full precautions are taken to prevent discharge or escape of oil into waters of ABP Docks and are hereby requested to take immediate steps to remove from the dock surface, quay walls, etc., any oil which may have escaped.

Reporting Spillage of Oil

Attention is drawn to section 11 of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 which imposes a duty on the Master to report any oil spillage



to the Harbour Master.

Overboard Discharges

The outlets of all latrines and overboard discharges must be effectively closed on the shore side when the vessel is lying alongside the quay. Vessels will be held responsible for any consequential damage arising from failure to comply with this instruction.

Galley Refuse

Galley and other refuse must not be placed on quays. If existing garbage reception facilities are full application should be made to the Ship's Agent for a suitable receptacle.

Animals, Meat and Meat Products

Regulations, governed by Port Health, apply regarding the landing of animals, meat and meat products, including ships stores, galley wastage and [animals](#) resident on board ships. Animals must not be taken ashore without Port Health approval.

Bunkering Procedure

- Agents to pre inform Cardiff LPS of any planned bunkering operations during the vessels stay in port.
- Any bunkering operations are to be agreed with the terminal operators in advance, to include procedures regarding access and non disruption to cargo work.
- All tankers to have spill kits or similar with a contingency plan to contain any spills. Spills and any oil noted in the Dock water must be reported immediately to LPS.
- During 'tide time' (4 hours before High Water to 4 hours after High Water) vessels are to inform the lock controller at the appropriate pier head, by VHF, that they are about to commence bunkering operations confirming that a bunker checklist, as detailed in the Vessels ISM procedures, has been completed satisfactorily.
- During The Low water Period, the information in 3 above should be transmitted to Cardiff LPS directly by telephone.
- Upon completion of bunkering operations, Lock controllers at the appropriate pier head or Cardiff LPS (during low water periods) should be informed that bunkering operations have been completed and of the total amount of bunkers transferred.



SHIP'S WASTE DISPOSAL



Welcome to ASSOCIATED BRITISH PORTS SOUTH WALES

Arrangements for disposal of MARPOL ANNEX V ship's waste in South Wales are detailed in the regional Port Waste Management Plan, this can be viewed in full at www.southwalesports.co.uk/Port_Information/Waste/ or via your agent or local MCA Office (Cardiff) where a copy is available for inspection.

In Wales, disposal of Ship's Waste must comply with the *Waste Separation Requirements (Wales) Regulations 2023*. The Regulations state that recyclable waste must be separated when presenting for collection, more information can be found following the links below:

<https://www.legislation.gov.uk/wsi/2023/1290/contents/made>

<https://www.gov.wales/separator-collection-waste-materials-recycling-code-practice>

The table outlines the waste streams that ABP cover via their Waste Service Provider GD Environmental. For all other waste streams contact your agent.

Waste Stream	YES	NO	Quantity	Be Prepared
International Catering Waste All Food Waste & associated packaging		Recyclables Non-food Paper and Cardboard Non-food Plastic containers WEEE waste Paint tins/oily rags	8 Sacks	All items to be presented double bagged in black refuse sack to limit spillages or contamination.
Paper Make sure all material is dry and uncontaminated.		Shredded paper Paper or cardboard contaminated with food/oil/grease/paint Tissues/paper towels/kitchen roll	1 Sack	All items to be presented in clear refuse sack or individual items to allow inspection.
Cardboard Make sure all material is dry and uncontaminated.		Metallised cartons Rigid paper containers (e.g. "Pringles" tubes) Laminated paper cups	2 Sacks	
Plastics, Metals & Cartons Empty of hazardous liquids.		Black plastic food and meat trays Plastic carrier bags Food wrappings/containers Bubble wrap/polystyrene Rigid hard plastics (e.g. toys, plant pots) Paint cans/gas canisters	2 Sacks	
Mixed Municipal Waste Uncontaminated material.	"Non-hazardous Marpol Annex V" refers to cargo residues or other types of garbage generated on a ship that are considered not harmful to the marine environment.	Recyclables Non-food Paper and Cardboard Non-food Plastic containers WEEE waste Paint tins/oily rags	7 Sacks	All items to be presented double bagged in black refuse sack to limit contamination.

APPENDIX L - SHIPS WASTE MOBILE COLLECTION FACILITIES AT ABP SOUTH WALES PORTS



APPENDIX M - PROCEDURE FOR UNINTENTIONAL ICW CONTAMINATION

As stated in this PWMP, ABP will provide a mobile collection service for the landing of International Catering Waste (ICW) in the South Wales Ports, however it is recognised that from time to time there may be an unintentional contamination of other waste receptacles or accidental spills on the surrounding areas / quays / berths. The following is the procedure that will be followed in the ABP South Wales Ports.

Immediate action by notifying agent, external agency and ABP Management

- Notification via ships agent and or external agency is to be made immediately to Local Port Services based at Cardiff (Cardiff LPS) manned 24hrs.
- Duty LPSO is to advise by email the Harbourmaster / Deputy HM.
- Harbourmaster / Deputy HM to inform the following by telephone and email.
 - GD Environmental Waste Services.
 - Local operations team at the subject port.

Immediate actions by the local operations team

- Remove the contaminated receptacle to a “secure area”.
- Place signage on the receptacle to notify all that it contains Class 1 animal by products and is quarantined pending appropriate collection and disposal.
- Liaise with GD Environmental Waste Services to arrange collection for disposal as International Catering Waste (ICW) class 1 animal by product by means of incineration.
- For areas of quay affected by accidental spills, collect any items and clean up spills as much as practicable.
- The waste from clean up can be deposited in contaminated receptacle.
- If the spill has not contaminated a receptacle DO NOT place it in any waste provision, remove to “secure area” and liaise with GD Environmental as below.
- Disinfect the contaminated areas of quay using the supplied DEFRA approved disinfectants*.

Immediate actions by GD Environmental Waste Services

- Liaise with local operations team to organise collection.
- Dispose of contaminated items/contents at Viridor Energy Recovery Facility (ERF) (Cardiff/Bristol) as class 1 animal by product (ICW).
- Return skip to local operations team “secure area”.

Follow up actions by local operations team

- Disinfect the receptacle using the supplied DEFRA approved disinfectants* and / or steam cleaning equipment.
- Return the receptacle to service.

* AGRICHLOR – DEFRA approved for use in England, Wales and Scotland as disinfectant for

(i) Foot and Mouth disease Orders

(ii) Swine Vesicular disease Orders

(iii) Diseases of Poultry Order and the Avian Influenza and Influenza of Avian Origin in Mammals Order

Follow up actions by GD Environmental Waste Services

- Send copies of disposal, and chain of custody paperwork by email to PWMP Administrator and HM to include the following details:
 - Date of Dispatch.
 - Description of the material including the category.
 - Quantity.
 - Place of Origin of the Material (vessels name and ABP Port collected from).
 - Name and address of carrier.
 - Name and address of the receiver and if applicable its removal number.

Follow up actions by ABP Management

- Inform APHA that an unintentional ICW landing has taken place.

APHA Caernarfon Field Services

Penrallt

Caernarfon

Gwynedd

LL551BN

Tel – 0300 3038268

Email APHA.cymruwales@apha.gov.uk

- Record the details for compiling annual returns.

APPENDIX N - SOUTH WALES REGIONAL PORT WASTE MANAGEMENT PLAN FAQ

Q1 Did Brexit bring about changes to the landing of waste in South Wales Ports?

A Yes, in the light of Brexit Defra amended their guidance regarding ICW.

More information can be found [HERE](#).

Q2 What is ICW (international Catering Waste)?

A International Catering Waste is any Galley waste or related packaging that is brought into port on a ship travelling internationally this now includes travel within the EU territory.

Q3 Does ABP provide facilities for landing ICW?

A Yes, ABP ports in South Wales now provides a mobile waste collection service which includes provision for ICW.

Q4 Do I have to land waste during my stay in one of ABP's South Wales Ports?

A No, provided your vessel has enough dedicated storage on board you may pre-notify that you will be retaining your waste on board for delivery at a convenient port after departure from the ABP South Wales Ports.

Q5 If I keep my waste on board or make special arrangements for its disposal do I still need to pay the Environmental levy during my stay?

A If your vessel will be moored at one of the common user berths or private wharfs that come under the South Wales Port Waste Management Plan you will still have to pay the Mandatory Environmental levy. However, it is now split into 2 parts, Part 1 is compulsory Part 2 can be waived if you choose not to land waste.

Q6 There are Waste containers on the quay near where my vessel is berthed, can I deposit waste in them?

A No, the provision for landing Ship's Waste is a mobile collection service. A prior notification should be submitted at least 24 hours in advance stating you intend to land waste; a collection will then be arranged via your agent. Any waste provision seen on any berth is NOT to be used for the landing of Ship's Waste unless this has been organised for you vessel via your agent. Waste deposited in any containers could cause contamination and your vessel will be held responsible for the cost of quarantining the waste receptacle, disposing of all of its contents as International Catering Waste and for disinfecting it before it is put back on the quay. (This can prove expensive).

Q7 Why do I have to separate my waste?

A In April 2024 new recycling regulations came into force in Wales (Waste Separation Requirements (Wales) Regulations 2023, these regulations apply to ships waste. They state that recyclable waste in Wales must be collected separately from other waste streams. The aim is to keep materials in use for as long as possible, which brings with it significant economic opportunities.

Q8 What waste can I land and how should I present my waste?

A The following waste streams are catered for and must be presented separately for collection placed into clear bags; these will be provided via your agent:

(a) Food waste (Category 1 Food Waste/ICW) - Quantity 8 bags.

(b) Paper - Quantity 1 bag.

(c) Card - Quantity 2 bags.

(d) Plastics, Metal, Cartons (PMC) - Quantity 2 bags.

(e) Residual Mixed Municipal Waste (MMW) - Quantity 7 bags.

These collections will be subject to spot checks for adherence to the regulations.

Q9 What happens if I do not separate my waste?

A Natural Resources Wales may now issue penalties and notices to non-compliant organisations where the regulations are not adhered to. Therefore, if waste is presented mixed it will be refused at the quayside, agent and ABP notified, you will still be charged and subsequent requests for collection of separated waste would incur another charge. Alternatively, if still presented mixed collection will be charged at the higher rate for disposal of ICW.

To view the regional Port Waste Management Plan in full please visit the South Wales website:
http://www.southwalesports.co.uk/Port_Information/Waste/