

# ASSOCIATED BRITISH PORTS

## PORT OF LOWESTOFT

### PORT WASTE MANAGEMENT PLAN 2021



APPROVED - 10 February 2022

Meets the requirements of MS Port Waste  
Reception Facilities Regulations 2003  
(as amended)

Z Raza/ Colchester MO



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# 1 INTRODUCTION

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009 & 2016 (hereafter called the 2003 Regulations 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 streams at the Port of Lowestoft, one of 21 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 'Port Waste Management Planning – A Guide to Good Practice'. 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, ABP's Head Office in London as well as with the Harbour Master at ABP Lowestoft. It is intended to 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 LEGISLATION

### 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 five main forms of ship generated waste in five 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  | ✓               | ✓                              | 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                  | ✓               | ✓                              | Chemical wastes derived from bulk chemical transportation, including residues and mixtures containing noxious substances  |
| III   | Harmful substances carried by sea in packaged form | ✓               | x                              | -   |
| IV    | Sewage from ships                                  | ✓               | ✓                              | Raw sewage – retained in holding tanks for disposal in port or outside 12nm<br>Partially treated sewage – retained in holding tanks for disposal in port or outside 3nm |
| V     | Garbage from ships                                 | ✓               | ✓                              | Garbage includes domestic (food and packaging) and operational (maintenance, cargo and miscellaneous) wastes<br>See Appendix A  |
| VI    | Air pollution from ships                           | ✓               | ✓                              | Reception facilities for exhaust gas residues   |

MARPOL Regulations for the provision of reception facilities for ship generated waste are installed in UK legislation under the Prevention of Pollution (Reception Facilities) Order 1984 and the Merchant Shipping (Reception Facilities by Garbage) Regulations 1988. 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 Lowestoft for the above MARPOL annex wastes, please see section 5.2 of this plan.

### MARPOL SPECIAL AREAS

The North Sea is designated as a “MARPOL Special Area” where more stringent waste disposal regulations are imposed as per the following table. The possible implications of this designation on the amounts of waste that should be landed by ships using the Port of Lowestoft has been considered during the preparation of this Port Waste Management Plan.

Table 2 – Vessel waste discharge restrictions

| Type of garbage   | Ships outside the North Sea   | Ships within the North Sea   |
|---|---|--|
| <b>Food waste comminuted or ground</b>  | <b>Discharge permitted</b> ≥3 nm from the nearest land, en route and as far as practicable  | <b>Discharge permitted</b> ≥12 nm from the nearest land, en route and as far as practicable  |
| <b>Food waste not comminuted or ground</b>  | <b>Discharge permitted</b> ≥12 nm from the nearest land, en route and as far as practicable | <b>Discharge prohibited</b>  |
| <b>Cargo residues<sup>1</sup> not contained in wash water</b>                             | <b>Discharge permitted</b> ≥12 nm from the nearest land, en route and as far as practicable | <b>Discharge prohibited</b>  |
| <b>Cargo residues<sup>1</sup> contained in wash water</b>                                 |   | <b>Discharge permitted</b> ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions <sup>2</sup> |
| <b>Cleaning agents and additives<sup>1</sup> contained in cargo hold wash water</b>       | <b>Discharge permitted</b>  | <b>Discharge permitted</b> ≥12 nm from the nearest land, en route, as far as practicable and subject to two additional conditions <sup>2</sup> |
| <b>Cleaning agents and additives<sup>1</sup> in deck and external surfaces wash water</b> |   | <b>Discharge permitted</b>   |
| <b>Carcasses of animals carried on board as cargo</b>                                     | <b>Discharge permitted</b> as far from the nearest land as possible and en route            | <b>Discharge prohibited</b>  |

|   |  |                             |
|---|--|-----------------------------|
| <b>and which died during the voyage</b> |  |                             |
| <b>All other garbage</b>                | <b>Discharge prohibited</b>  | <b>Discharge prohibited</b> |
| <b>Mixed garbage</b>                    | When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply |                             |

<sup>1</sup> These substances must not be harmful to the marine environment.

<sup>2</sup> According to regulation 6.1.2 of MARPOL Annex V the discharge shall only be allowed if: (a) both the port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between these ports (regulation 6.1.2.2); and (b) if no adequate reception facilities are available at those ports (regulation 6.1.2.3).

## **MERCHANT SHIPPING AND FISHING VESSELS (PORT WASTE RECEPTION FACILITIES) REGULATIONS 2003**

The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009 & Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016 (hereafter called the 2003 Regulations as amended) transpose the requirements of Directives 2000/59/EC & 2007/71/EC of the European Parliament and Council on reception facilities for ship-generated waste and cargo residues, as amended, into UK law. Under these regulations every harbour authority and terminal operator (including marinas) 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.
- 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 (Amendment 1) – 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.

## 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.

## 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 Regulations 2010, 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 must comply with the terms and conditions of the exemptions.

### **ANIMAL BY-PRODUCTS REGULATIONS**

The Animal By-Products Regulations 2005, the Animal By-Products (Wales) 2006 and the Animal By-Products Regulations (Scotland) 2003 (as amended) make provisions for the administration and enforcement of Council Regulation (EC) No. 1774/2002 of the European Parliament, laying down health rules concerning animal by-products not intended for human consumption. The Regulations also cover procedures for the disposal of catering waste from international means of transport.

International Catering Waste (ICW) is defined by the Animal By-Products Directive as being 'catering waste from means of transport operating internationally'. It stipulates that there shall be different methods and disposal routes for EU and non-EU 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.

In England, Defra have produced general guidance notes for the handling and disposal of ICW landed from vessels which have visited non-UK – see

[https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste?utm\\_medium=email&utm\\_campaign=govuk-notifications&utm\\_source=e867b734-264e-4b5b-a66c-e9580ec9e514&utm\\_content=weekly](https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste?utm_medium=email&utm_campaign=govuk-notifications&utm_source=e867b734-264e-4b5b-a66c-e9580ec9e514&utm_content=weekly)

In all of ABP's ports for vessels that have previously operated outside the EU, 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 will be able to deposit their galley waste into general garbage bins along with other domestic refuse from the crew's quarters. A model letter for making this declaration is available on [www.abpnotify.co.uk](http://www.abpnotify.co.uk) . If this is not the case then galley waste from ships that have previously been engaged in international voyages will be treated as International Catering Waste as per the arrangements outlined in section 5.2 of this plan.

### **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 or more commonly recyclables will be segregated by our waste contractor.

## 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 <https://www.gov.uk/how-to-classify-different-types-of-waste>

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 (listed in Appendix F) as per the arrangements outlined in section 5.2 of this plan.

Prior to the removal of the waste within the Port of Lowestoft, 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.

### **3 THE PORT OF LOWESTOFT**

#### **THE PORT OF LOWESTOFT**

Lowestoft is a tidal port situated on the East coast of Suffolk, Lowestoft is Britain's most Easterly port. The port can be entered from two directions. The eastern access is from the North Sea, directly to the Outer Harbour, from which transit can be made via a Bascule Bridge to the Inner Harbour. The Western access is from the River Waveney, via Oulton Broad and Mutford Lock, to the Inner Harbour.

ABP Dock Estate in the Outer Harbour is made up of the Hamilton Dock, (Waveney and Trawl Docks (Wind Farm service vessels and small commercial vessels), and a Yacht Basin. The Inner Harbour is made up of: North side: Town, Cefas, Silo, North and Shell Quays, with a Dry Dock between Town and Cefas Quays. South Side: South Quay and Belvedere Road Ro-Ro berth, and Haven Marina to the West of all other Commercial Quay areas. The remaining land and quays within the Inner Harbour are privately owned.

A plan of the port can be viewed in appendix J.

All relevant notice to mariners and information for masters of visiting vessels are available from the Harbour master or can be found at:-

[www.abports.co.uk/Marine/Short\\_Sea\\_Ports/Lowestoft/Information\\_for\\_Visiting\\_Vessels](http://www.abports.co.uk/Marine/Short_Sea_Ports/Lowestoft/Information_for_Visiting_Vessels)

## TERMINALS & CARGOES HANDLED

Table 3 Terminals at ABP LOWESTOFT

| Terminal name                        | Operator and Contact Details                          | Cargoes handled  | Own PWMP?     |
|--------------------------------------|---|--|---------------|
| Greater Gabbard Offshore Winds Ltd   | Scottish and Southern Electric<br>Tel. 01502 524000   | Wind Farm Operation and Maintenance                            | YES           |
| Scottish Power                       | 07800798003   | Wind Farm Operation and Maintenance                            | YES           |
| Boston Putford                       | Boston Putford Tel. 01502 573366                      | Stand By Vessels   | YES           |
| Dry Dock                             | Southampton Marine Services Ltd.<br>Tel. 01502 218880 | Ship Repair  | YES           |
| Silo                                 | Dudmans Tel. 01502 572622                             | Grain, Cement  | YES           |
| North Quay Cargo Terminal            | ABP Lowestoft Tel. 01502 505280                       | Common User berths   | ABP Lowestoft |
| Petersons                            | +44 1493 334736                                       | Offshore support/supply vessels                                | YES           |
| Shell                                | Closed  | Lay-By berths  | N/A           |
| Jeld Wen                             | Closed  | Occasional Project Cargoes by 3 <sup>rd</sup> Part Contractors | N/A           |
| Brookes Business Park                | Brookes Tel. 01502 517151                             | Offshore Support Vessels                                       | YES           |
| Excelsior Slip                       | Eastern Marine Services                               | Vessel Repair  | YES           |
| Lowestoft Haven Marina               | ABP Lowestoft Tel. 01502 580300                       | Marina   | ABP Lowestoft |
| Lowestoft Hamilton Dock Pontoons     | ABP Lowestoft Tel. 01502 572286                       | Fishermen's Area   | ABP Lowestoft |
| Royal Norfolk and Suffolk Yacht Club | RNSYC Tel. 01502 566726                               | Marina   | YES           |
| Lowestoft Cruising Club              | LCC Tel.01502 524001                                  | Marina   | YES           |
| Lowestoft Marina                     | Lowestoft Marina Tel. 01502 588111                    | Marina   | YES           |

## **ABP LOWESTOFT EMERGENCY ARRANGEMENTS**

Ships' Masters and Officers are required to immediately notify ABP Lowestoft [tel: +44 (0) 1502 572286 or on VHF Channel 14], 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 approved Oil Spill Contingency Plan 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.

## **PROTECTED AREAS**

Within the harbour limits there are no sites of special scientific interest, nature reserves, shellfish beds or intakes for fish holding tanks.

Immediately outside the harbour to the South are important tourist beaches, stretching along the coast for several miles. Continuing South there are nature reserves: Benacre (8 miles), and Minsmere (20 miles).

To the North of the harbour entrance, stretching for the first 1000 metres, is a rocky breakwater. When this ends there are stretches of sandy beaches and cliffs until the mouth of the River Yare at Great Yarmouth, the seaward entrance to the Norfolk Broads.

The entire coastline in the vicinity of Lowestoft falls within the Outer Thames Special Protection Area.

Ports and ships operating in or near designated sites should give the highest degree of protection to these areas of nature conservation importance. 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.

## **PRIOR NOTIFICATION OF WASTE TO BE LANDED**

### **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. ABP has an electronic notification system in place across all our ports.

### **ABP PRIOR NOTIFICATION SYSTEM**

ABP has created a website designed specifically to deal with the advance notification of vessels, including their waste notifications. [www.abpnotify.co.uk](http://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 G 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 an excel file, which is attached to the vessel's CERS3 notification for 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 notification.*
- *If a waste notification is not included on the CERS3 submission, this will be flagged up as requiring submission by the vessel or agent submitting the report. The person(s) responsible for checking vessel notifications should contact the appropriate vessel or agent if more information is required.*
- *Finally, the system will generate a 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.*

### **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.

ABP will keep all such records for a minimum of two years.

An example of the Prior Notification form for the Port of Lowestoft is included at Appendix G.

## **5 PROVISION OF WASTE RECEPTION FACILITIES**

### **RESPONSIBILITIES**

#### **Port Authority**

ABP Lowestoft 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 to port reception facilities..
- 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 F.

#### **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 as outlined in this plan, including prior notification capabilities. See Table 3 in section 3.2 for a list of separately operated terminals and waste plans.

ABP does not take any responsibility for the Port Waste Management Plans or other arrangements made by dedicated Terminal Operators, these will be submitted and approved separately by the MCA as agreed with the operators during consultation.

#### **Ships' Agents**

Ships' Agents acting on behalf of ship owners, Masters or managers in arranging provision of waste disposal facilities or services 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.



## Waste Management Contractors

Appendix F lists the authorised waste contractors who are approved to operate in the Port of Lowestoft by virtue of their waste contractors licence.

If an Agent or Terminal Operator wishes to use a contractor who does not appear on this list, they shall advise ABP's Operations Manager/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.

### PROVISION OF RECEPTION FACILITIES BY MARPOL ANNEX

Table 5 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 4 Categories of waste expected to be landed in the Port of Lowestoft and responsibility for the provision of associated facilities*

| <b>MARPOL Annex</b> | <b>Type of Waste</b> | <b>Frequency of use of facilities</b> | <b>Responsibility for the provision of facilities</b>              |
|---------------------|----------------------|---------------------------------------|--|
| Annex I             | Oil                  | Common                                | 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/<br>Terminal Operators /<br>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 6, which denotes the type and capacity of reception facilities and the costs for using them.

## **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 Master as soon as possible.

## **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 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 Master as soon as possible.

## **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 as soon as possible.

## **Annex V – Garbage**

ABP Lowestoft provides covered bins for the disposal of domestic garbage and food waste, originating from within the European Union, at fixed locations around the dock estate – see plan at Appendix J. A licensed waste contractor empties these bins on a regular basis. This process is kept under constant review and the frequency of collection, number of bins and locations can be altered to meet demand. These facilities are available to ships on ABP-managed berths at all times.

Ships' crews are expected to use the appropriate bins for the waste to be disposed of, which are labelled accordingly. They are also expected to make sure the waste is placed totally inside the receptacle and that the lid is shut firmly to prevent birds, rodents or rain from getting in or the contents escaping.

## Hazardous Wastes

The following waste streams must be separated from garbage as are classed as hazardous wastes and separate arrangements made with licensed waste contactor directly (listed in Appendix F):

- Oily wastes, including rags, used absorbents etc.
- Paint tins still containing paint
- Any liquid wastes

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 Lowestoft this is NR3)

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

**ZZ** Is an alphanumeric giving a unique identification.

## International Catering Waste (ICW)

Waste is considered ICW if the vessel travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK, Channel Islands and Isle of Man.

Waste can only be classed as Domestic catering waste in the UK when:

- operating within the UK, Channel Islands and Isle of Man
- travelling from Northern Ireland to Great Britain

ICW is applicable to (but not limited to):

- cruise ships
- airlines
- private or commercial yachts and boats
- armed forces ships and submarines
- ferries

The port does not have permanent facilities for ICW waste, however, these can be arranged via an approved waste contractor through the vessels agent.

All domestic refuse and food waste from these ships must be brought ashore in leak-proof bags and deposited in the specially marked bins brought to the ship by an authorised waste contractor who will receive and deposit of the waste according to the appropriate Regulations.

See section *ANIMAL BY-PRODUCTS REGULATIONS* for further information on the regulation of International Catering Waste.

### **Cargo Associated Waste**

Throughout ABP 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 apart from the prior notification requirements.

### **Recycling Facilities**

ABP has a corporate policy to encourage the responsible management of waste, including minimisation and recycling, at the point of its generation.

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. At present we have 2 x Dry Mixed Recycling Reception, (DMR) facilities, 1 x Waste Oil Tank, and a drum for oil contaminated waste available at the port of Lowestoft.

Table 5 Type, capacity and typical cost of Port Waste Reception Facilities at ABP LOWESTOFT

|                       | OILY WASTES  |   |  |  |  |  | NOXIOUS OR HAZARDOUS SUBSTANCES                          | SEWAGE   | GARBAGE   |   |   |
|-----------------------|--|---|--|--|--|--|--|--|---|---|---|
| Description of Waste  | Oily garbage   | Dirty ballast water   | Oily mixtures containing chemicals                       | Sludge from purification of fuel oil                     | Scale & sludge from tank cleaning operations             | Tank washings  | Categories A, B or C                                     | Black water  | MARPOL Annex V Domestic garbage & Food waste of EU origin | Food waste of non-EU origin (ICW)   | Cargo Waste   |
| Type of facility      | Collection by road tanker  | Collection by road tanker   | Collection by road tanker                                | Collection by road tanker                                | Collection by road tanker                                | Collection by road tanker                                | Collection by road tanker                                | Collection by road tanker                                | Waste containers as per map in Appendix i                 | Leak proof and sealed containers  | Open skip as per as per map in Appendix j                                 |
| Capacity of facility  | 8 – 20 m <sup>3</sup> tanker   | 8 – 20 m <sup>3</sup> tanker  | 8 – 20 m <sup>3</sup> tanker                             | 8 – 20 m <sup>3</sup> tanker                             | 8 – 20 m <sup>3</sup> tanker                             | 8 – 20 m <sup>3</sup> tanker                             | 8 – 20 m <sup>3</sup> tanker                             | 8 – 20 m <sup>3</sup> tanker                             | 6.1m3 skips   | On demand   | 12.2m3 skip   |
| Method of use         | Contact waste contractor directly – Listed in Appendix F   | Contact waste contractor directly – Listed in Appendix F  | Contact waste contractor directly – Listed in Appendix F | Contact waste contractor directly – Listed in Appendix F | Contact waste contractor directly – Listed in Appendix F | Contact waste contractor directly – Listed in Appendix F | Contact waste contractor directly – Listed in Appendix F | Contact waste contractor directly – Listed in Appendix F | Waste placed directly in bins provided by ship's crew     | Waste removed from ship in sealed container and placed directly in bin provided | 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   | 24 hrs   | 24 hrs   | 24 hrs service – no notice required                       | 24 hrs  | No notice required  |
| Frequency of emptying | On request   | On request  | On request   | On request   | On request   | On request   | On request   | On request   | Matches demand  | Matches demand  | 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   | Rags £85 per drum<br>Filters £80 per drum<br>Grease Cartridges £80 per drum<br>Aerosols £135.00 per drum | £100.00 per 1m3 and £50.00 per hour Tanker hire (including travel time) plus £25.00 consignment note fee. |  |  | Prices available on request                              | Prices available on request                              | Specific charges depending on nature of waste            | £35/hr + £77/M3  | Cost of service covered by Mandatory Waste Fee £77.93     | Cost of service - £500 for 2 x 205L drums                                       | Separate arrangement must be made   |

## LOCATION OF FACILITIES

Based largely on operational requirements established during the lifespan of the previous Port Waste Management Plan and to ensure easy and safe access, ABP Lowestoft has considered how best to locate its garbage reception facilities to ensure that there is no disincentive to their use as per the following table and the port plan in Appendix J.

*Table 6 Location of Ship-Generated Waste Reception Points at the ABP-managed berths of the Port of Lowestoft*

| <b>Location in Port</b>   | <b>Location on Berth</b>  |
|---------------------------|---|
| Hamilton Dock             | North Side (General Waste Skip)   |
| Waveney Dock              | NW Corner of Dock, (Waste Oil Tank)<br>NW Corner of Dock, (Drum for Oily Waste)<br>Approach Road to Fish Market, (General Waste skip) |
| Trawl Dock                | West End of Dock, (General Waste and DMR skips)   |
| Town Quay                 | General Waste skip East End of Quay   |
| Silo Quay                 | General Waste skip West End of Berth  |
| North Quay                | General Waste skip East end Berth 4W  |
| North Quay Cargo Terminal | Berth No.5 (General Waste skip and DMR skip)  |
| Shell Base                | General Waste skip, east end  |

## SIGNAGE OF FACILITIES

There is no IMO standard symbol to depict reception facilities for food waste. In the Port of Lowestoft, bins for receiving general garbage are coloured Red.

The ship's waste reception facilities are signed as per Appendix L.

## 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.

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 Port of Lowestoft mandatory waste fee is £ 92.55 (2021), which covers the costs of the provision of appropriate bins for receiving ship-generated (EU) garbage only.

For vessels which are charged on a weekly clearance rate (e.g. offshore renewable support - crew transfer vessels), the waste fee will be included in the weekly charge/clearance.

**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 6* and section 0 above.**

The calculations for the mandatory waste fee are set out in Appendix H. 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.

#### **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 Lowestoft 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 Consultation, Communication and Review

### CONSULTATION

Under the 2003 Regulations as amended, ports and harbours are required to consult with all port users and other organisations 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 7 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 Regulations
- 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 European Union
- recycling requirements of visiting vessels

*Table 7 Individuals and organisations consulted*

| <b>Name &amp; Organisation</b>                                      | <b>Reason for consultation</b>                                 | <b>Method of consultation</b> | <b>Area of particular interest</b>  |
|---|--|-------------------------------|---|
| <b>Maritime &amp; Coastguard Agency</b>                             | Regulators of Port Waste Reception Facilities Regulations 2003 | E-mail                        | <ul style="list-style-type: none"> <li>▪ Overall operation of the PWMP</li> <li>▪ Prior notification system</li> </ul>          |
| <b>Environment Agency</b>   | Regulators of land-based waste reception facilities            | Email                         | <ul style="list-style-type: none"> <li>▪ Waste disposal sites</li> <li>▪ Overall operation of the PWMP</li> </ul>               |
| <b>Local Authorities</b>  | Port Health Authority  | Email                         | <ul style="list-style-type: none"> <li>▪ Environmental health implications for the reception &amp; disposal of waste</li> </ul> |
| <b>Department of the Environment, Fisheries &amp; Rural Affairs</b> | Regulators of Animal By-Products Regulations 2003              | Email                         | <ul style="list-style-type: none"> <li>▪ Food waste reception &amp; disposal</li> </ul>   |



|  |   |        |   |
|--|---|--------|---|
| <b>Terminal Operators</b><br>North Quay Cargo Terminal<br>SMS<br>Cefas<br>Dudmans<br>Brookes Business Park<br>RNSYC<br>Lowestoft Haven Marina<br>Lowestoft Cruising Club<br>Lowestoft Marina<br>Excelsior Yard | Provision and use of waste reception facilities                                 | E-mail | <ul style="list-style-type: none"> <li>▪ Waste reception charges</li> <li>▪ Information requirements</li> <li>▪ Prior notification system</li> <li>▪ Location &amp; adequacy of waste reception facilities</li> </ul> |
| <b>Ships' Agents</b><br>Clarksons Port Services<br>Peterson<br>Seletar Shipping<br>GAC<br>Graypen<br>Boston Putford<br>Gardline<br>Denholm Port Services<br>Ffolkes Offshore                                   | Provision and use of waste reception facilities – representatives of port users | E-Mail | <ul style="list-style-type: none"> <li>▪ Waste reception charges</li> <li>▪ Information requirements</li> <li>▪ Prior notification system</li> <li>▪ Location &amp; adequacy of waste reception facilities</li> </ul> |
| <b>Waste Contractors</b><br>Biffa<br>Enviroco<br>CR Hales<br>East Coast Waste<br>PW Waters<br>Waveney Norse<br>C&L Waste Oil<br>Safety Kleen<br>WAS Ltd<br>Doe Metal   | Representatives of waste management industry and providers of service           | E-mail | <ul style="list-style-type: none"> <li>▪ Arrangements for handling waste from vessels</li> <li>▪ Environmental Permit and Waste Carriers Certificate holders..</li> </ul>   |
| <b>Natural England</b>   | Relevant Authority for SPA/SAC designations                                     | Email  | <ul style="list-style-type: none"> <li>▪ Nature conservation management</li> </ul>  |
| <b>Tenants</b><br>SSE<br>BFP<br>SMS<br>SLP   | Interested party  | E-mail | <ul style="list-style-type: none"> <li>▪ Information</li> </ul>   |

|   |  |  |  |
|---|--|--|--|
| SCOTTISH<br>POWER<br>PETERSON<br>CAUDWELL<br>MARINE<br>FENDERCARE |  |  |  |
|---|--|--|--|

### DATA COLLECTION

ABP Lowestoft 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 Lowestoft 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.

### COMPLAINT PROCEDURE

Should the Master 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 Amendment 1), at the following address: -

PWR Inadequacies  
 Environmental Quality Branch  
 Maritime and Coastguard Agency  
 Spring Place, 105 Commercial Road  
 Southampton SO15 1EG

***E-mail: [environment@mcga.gov.uk](mailto:environment@mcga.gov.uk)***

Should a Vessel not comply with the regulations, the Harbour Master will seek to address relevant requirements directly with the Master or Agent. Non-compliances that cannot be resolved, or repeated non-compliances by a single Vessel or Operator, may be reported to the MCA.

## **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 of bins and the costs of using reception facilities.

Information leaflets specific to ABP Lowestoft's waste arrangements will be supplied by pilots direct to Masters and also by the ships' Agents as they arrive in the port. An example of this is attached in appendix K.

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 Lowestoft approved Port Waste Management Plan will available from the Harbour Master in an electronic format as well as on:

[http://www.abports.co.uk/Marine/Short\\_Sea\\_Ports/Lowestoft/](http://www.abports.co.uk/Marine/Short_Sea_Ports/Lowestoft/)

## **REVIEW PROCEDURE**

A complete review of this Plan and the procedures associated with it will be carried out in 2024 (3 years time). Should operational activities alter substantially before that date then 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

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## 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 European Union or from a vessel whose last port of call was within the European Union
- Food waste originating from food produced outside the European Union or from a vessel whose last port of call was outside the European Union
- Packaging materials such as plastics, cans, etc. from food produced within the European Union or from a vessel whose last port of call was within the European Union
- Packaging materials such as plastics, cans, etc. from food produced outside the European Union or from a vessel whose last port of call was outside the European Union
- 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 residues
- Cargo associated wastes:
  - dunnage
  - pallets
  - lining
  - strapping
  - metal banding
- 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.

| <b>Vessel Type</b>  | <b>Conditions to be fulfilled for vessels to fall outside of the scope of the regulations to notify, offload and pay mandatory charges</b>  |
|---|---|
| <b>1. Vessels under the Small Commercial Vessel Code of Practice</b>  | Lay down provisions for sound waste management with further guidance to be provided in the forthcoming harmonised Small Commercial Vessel Code of Practice.   |
| <b>2. Warships, Naval Auxiliary ships and Vessels owned or operated by a state, and on government non-commercial service</b>  | Regulations do not apply but vessel is advised to consider the spirit of the regulations and apply best environmental practice  |
| <b>3. Tugs/Pilot Boats</b> 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 |
| <b>4. Class IV</b> – 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  |
| <b>5. Class V</b> – Passenger Ships engaged only in voyages in category A, B and C waters.  | Lay down provisions for waste management under Domestic Safety Management Code  |
| <b>6. Class VI</b> – 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  |
| <b>7. Class VI (A)</b> – 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  |
| <b>8. Class IX (A)</b> – Ships (other than ships  | These vessels should ensure that their ship   |

|   |  |
|---|--|
| of class IV to VI inclusive) which do not proceed to sea.         | 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   |
| <b>9. Class IX (A) (T)</b> – 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 PWRP 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 253 and MGN 259 for further information.

APPENDIX C - CONSULTEES / EXAMPLE CONSULTATION CORRESPONDENCE  
SUMMARY OF CONSULTATION FOR LOWESTOFT PWMP REVISION 2021

**AUTHORITIES**

The following authorities were consulted ref. the revised PWMP by email, with responses as detailed:-

|  |                      |
|--|----------------------|
| MMO  | No response received |
| Environment Agency                         | No response received |
| Natural England                            | No response received |
| District Council                           | No response received |
| Defra                                      | No response received |
| Eastern Fisheries & Conservation Authority | No response received |

**TERMINALS/TENANTS**

15 Terminals, Tenants, Boatyards and Marina Facilities in Lowestoft Harbour were consulted.

2 Marinas have provided their plans for inclusion in the ABP 2021 revision, 0 tenants have submitted their plans for inclusion in the ABP 2021 Revision

**AGENTS**

11 Shipping Agents were consulted.

4 responses were received from the agencies consulted.

**QUESTIONNAIRE**

A link was sent via email to an online questionnaire asking questions relating to waste reporting, facilities, charges and procedures. The link was sent to 32 recipients consisting of shipping agents, regular vessels/ship owners, operators and was available to complete for a two week period.

4 responses were received.



## **VARIOUS AUTHORITY Email FORMAT**

### **Associated British Ports Port Waste Management Plans Lowestoft**

Dear Sir/Madam,

In accordance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, ABP Lowestoft is required to undertake a review of the Waste Management Plan for the landing of ship-generated waste. It is likely that we consulted with your organisation about the requirements of the new Regulations and necessary changes to the existing Plan about 3 years ago. The plan has recently been reviewed with main changes as follows:-

- Updated Consultation Correspondence.
- Updated local details – Ships Agents and Tenants
- Updated list of Approved Waste Contractors for Lowestoft.
- Details of Waste handled and Calculation of Vessel Mandatory Waste Charge.
- Current non-ABP Terminal and Marina waste plans / arrangements.
- Update on definition and procedure for International Catering Waste.

The plan will be submitted to the MCA for approval once all current information and relevant correspondence has been received.

Should you wish to view the plan, or for us to include any relevant information regarding your organisation, please contact me by 26<sup>th</sup> March 2021.

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Dear Sir/Madam,

In accordance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments, ABP Lowestoft is required to undertake a review of the Waste Management Plan for the landing of ship-generated waste. It is likely that we consulted with your organisation about the requirements of the new regulations and necessary changes to the existing plan about 3 years ago. The MCA approved plan has been in place for some time now and is currently under review. We would be interested to receive your views and comments about both the plan and the provision of facilities.

We feel that the simplest way to do this is by the use of a questionnaire which will take about 5 minutes to complete. We would be grateful if you could take the time to consider the issues, together with any comments you feel are relevant by 26<sup>th</sup> March 2021. The survey can be accessed by the following link or QR code.

We ask all vessel operators, owners and agents to distribute to vessels operating or have operated out of ABP Lowestoft within the last 3 years.

<https://forms.office.com/Pages/ResponsePage.aspx?id=Lc241MjQfUOH6IjVRKrPOJkbArkibCIGtDCSgENbbWBUNUo2TzVRSzdVNVA4NjBQTDk2NzYxQVpaOS4u>

***Email to Terminal Operators, Boatyards or Marinas***

**Associated British Ports  
Port Waste Management Plans Lowestoft**

Dear Sir/Madam,

It is time to review and update the Lowestoft Port Waste Plan. Any Terminal Operator, Boat Yard or Marina in the Port of Lowestoft is welcome to submit a copy of their for approval by the MCA, and in inclusion in the ABP Lowestoft Port Waste Plan.

Alternatively, please advise if your terminal / facility has arrangements in place to deal with / handle it's own waste. In doing this you would be accepting responsibility for all such waste. Any independent plans or arrangements should be submitted to the MCA for approval, There is a charge for this service.

Anymore wishing to be included in the ABP plan, must return a copy of their plan to the Port by 26<sup>th</sup> March 2021.

If plans can be submitted electronically to [lowpilots@abports.co.uk](mailto:lowpilots@abports.co.uk)

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# ABP Port of Lowestoft Waste Management Consultation Questionnaire

In accordance with the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments, ABP Lowestoft is required to undertake a review of the Port Waste Management Plan for the landing of ship-generated waste. We would like to receive your views and comments about the waste reporting, facilities, charges and procedures.

We would be pleased if you could take the time to consider the following questions, together with any comments you feel are relevant. This survey will take about 5 minutes to complete.

Further information on Port waste management can be found in MGN 563 (link to MGN [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/608427/MGN\\_563\\_rev\\_1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/608427/MGN_563_rev_1.pdf))

1. How would you rate the ABP agents online system for upload of CERs information, if applicable to your vessel(s)? (Pre-arrival notification via CERS is applicable for vessels over 300GT)

Poor   1   2   3   4   5   Excellent  
           

2. Have you got any additional comments on Q1

Enter your answer

3. Information on waste facilities at the port is available in the 'Vessel Operations information Pack' (see link <https://www.abports.co.uk/media/iu0nbaiw/lowestoft-arrival-notice-2019.pdf>) How would you rate this information? \*

Poor   1   2   3   4   5   Excellent

4. In relation to Q3, Is there any additional information that would be useful in the 'Vessel Information Pack'.

Enter your answer

5. Which waste facilities in the port do you currently use? \*

Outer Harbour

Inner Harbour

Other

6. How would you rate the location and signage for the waste facilities at Lowestoft? \*

Poor 1 2 3 4 5 Excellent

7. Any comments / recommendations on Q6

Enter your answer

8. How would you rate the charging structure (currently a mandatory environmental charge for commercial over 24m in length, then a reduced charge for small commercial vessels between 12-24m in length, for provision of facilities? \*

Poor 1 2 3 4 5 Excellent

9. Any comments on Q8

10. There are currently the below available for recycled waste at Lowestoft.

2 x Dry mixed recycling skips (NQ5 and Port control)

1 x Waste oil tank (Outer Harbour)

1 x Oily waste drum for Filters (outer Harbour)

Do you feel this is sufficient? \*

- Yes
- No
- Not used

11. Any comments on Q10.

Enter your answer

12. Is there any other specific waste facilities you would use if provided (e.g. glass, scrap, paper). If so how frequently would it be used?

Enter your answer

13. If additional specific waste facilities were provided (Q11), would you be prepared to pay extra for such a facility if one was provided. \*

- Yes
- No
- Other

14. There is a dispute procedure available via the MCA, details found in MGN 563, annex D. If you have had a cause to use it, how would you rate it for ease of use and convenience?

Poor   1   2   3   4   5   Excellent

15. If you have any additional comments on any other matter related to waste within the port, please write them in the space provided below.

Enter your answer

16. If you could provide which Company / Vessel your are representing. \*

Enter your answer

## APPENDIX D - SHIPS' AGENTS FOR LOWESTOFT

Andrew Weir Shipping  
Clarksons Port Services  
Inchcape Shipping  
Seletar  
Boston Putford/North Star Shipping  
GAC  
Graypen  
Ffolkes Offshore  
Gardline  
SMS  
Dudmans Group  
Eastern Marine Services  
Fendercare  
Atlantic Marine  
Holyhead Towing  
Windcat Workboats  
Iceni Marine  
Dalby Offshore  
Mareel  
Rix Offshore  
Petersons  
MTS group  
NR Marine  
UKD Dredging  
Wood Marine  
C&A Marine

## APPENDIX E - ABP MANAGED BERTHS AT THE PORT OF LOWESTOFT

Hamilton Dock

Waveney Dock

Former SLP

Trawl Dock

Town Quay

Talismans Quay

Silo Quay

North Quay

Shell Base

Belvedere Road Site



APPENDIX F - APPROVED WASTE CONTRACTORS FOR ABP LOWESTOFT

| Licensed Waste Disposal Contractor | Facilities Provided |                           |                             |        |                         |  |
|------------------------------------|---------------------|---------------------------|-----------------------------|--------|-------------------------|--|
|                                    | Oil Wastes          | Noxious Liquid Substances | Packaged Harmful Substances | Sewage | Garbage (excluding ICW) | Garbage (International Catering Waste) |
| <b>Biffa</b>                       | Y                   | Y                         | Y                           | Y      | Y                       |  |
| <b>Enviroco</b>                    | Y                   | Y                         | Y                           | Y      | Y                       | Y                                      |
| <b>CR Hales</b>                    |                     |                           |                             |        | Y                       |  |
| <b>East Coast Waste</b>            |                     |                           |                             |        | Y                       | Y                                      |
| <b>PW Waters</b>                   |                     |                           |                             |        | Y                       |  |
| <b>Waveney Norse</b>               |                     |                           |                             |        | √                       |  |
| <b>C&amp;L Waste Oil</b>           |                     |                           |                             |        |                         |  |
| <b>Safety-Kleen</b>                | √                   | √                         |                             | √<br>Y |                         |  |
| <b>W.A.S Ltd</b>                   | √                   | √                         |                             |        | √                       |  |
| <b>Doe Metal Re-Cycling Ltd</b>    | √                   | √                         |                             |        | Y                       |  |

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

| Waste                                     | Amount of waste to be delivered (m <sup>3</sup> ) | Maximum dedicated storage capacity (m <sup>3</sup> ) | Amount of waste retained on board (m <sup>3</sup> ) | Port where remaining waste will be delivered | Estimated waste to be generated before next port of call (m <sup>3</sup> ) |
|---|---|--|---|--|--|
| <b>Cargo-associated waste<sup>1</sup></b> |   |  |   |  |  |
| Dunnage                                   |   |  |   |  |  |
| Other (please specify)                    |   |  |   |  |  |
| <b>Cargo Residues<sup>1</sup></b>         |   |  |   |  |  |
| Scale & Sludge from tank cleaning         |   |  |   |  |  |
| Other (please specify)                    |   |  |   |  |  |

<sup>1</sup> 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-trade/aw/pdf/icw\\_candf.pdf](http://www.defra.gov.uk/animalH/Int-trade/aw/pdf/icw_candf.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:

## **Total charges for waste operations for ABP Lowestoft 2019 - 2020:**

2019

£10,069.90 Skips (General Waste)  
£1856.2 Waste oil products / hazardous waste disposal  
£11926.1 Total for year (274 vessels)

2020

£12906.78 Skips (General Waste)  
£728.4 Waste oil products / hazardous waste disposal  
£13635.18 Total for year (192 vessels)

cost per vessel 2020\*:  $£13,635.18 / 192 = £71.02$

A small charge per vessel for maintaining the PWMP, administration, and verification of waste declarations has been added - £21.53.

The 2021 Mandatory Waste Fee is currently £92.55

\* It is anticipated that commercial vessel trade will be equal to or above 2020 level of trade. The mandatory waste fee has therefore been based on 2020 costs.

**2018 SHIPS WASTE****TOTAL NO. SHIP NOTIFICATIONS****181**

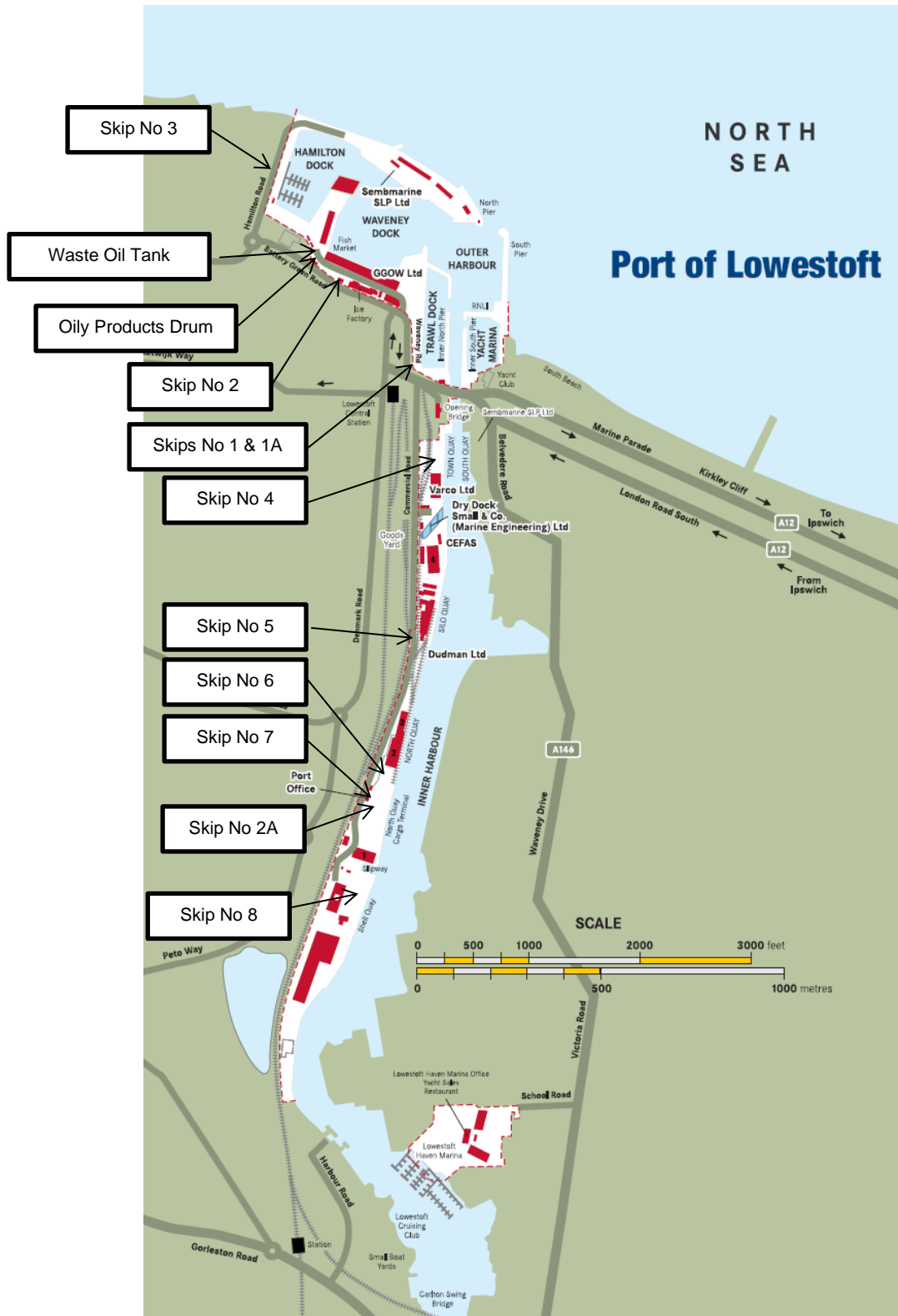
|                            | DELIVERED     | RETAINED     |
|----------------------------|---------------|--------------|
| OIL                        | 7             | 10.3         |
| OIL MIXTURE                | 23.1          | 18.7         |
| SLUDGE                     | 14.2          | 23.026       |
| BALLAST                    | 0             | 0            |
| OTHER LIQUIDS              | 0.7           | 1.3          |
| OTHER UNTREATED            |               | 49.2         |
| OTHER PART TREATED         | 0.0           | 0            |
| FOOD                       | 25.646        | 3.33         |
| SEPARATED RECYCLING        | 348.59        | 14.11        |
| OTHER (LANDFILL/GEN)       | 491.9         | 4.4          |
| DUNNAGE                    | 0.0           | 0.0          |
| OTHER CARGO                | 0.0           | 0.0          |
| SCALE                      | 0.0           | 0.0          |
| OTHER RESIDUES             | 0.0           | 0.0          |
| <b>Total m<sup>3</sup></b> | <b>911.14</b> | <b>124.4</b> |

**2019 SHIPS WASTE****TOTAL NO. SHIP NOTIFICATIONS****274**

|                      | DELIVERED | RETAINED |
|----------------------|-----------|----------|
|                      |           | 38.0433. |
| OIL                  | 45.301    | 3        |
| OIL MIXTURE          | 66.5      | 168.8    |
| SLUDGE               | 181.41    | 101.7    |
| BALLAST              | 0         | 0        |
| OTHER LIQUIDS        | 38.4      | 6.95     |
| OTHER UNTREATED      | 72.5      | 51.4     |
| OTHER PART TREATED   | 0.0       | 7.7      |
| FOOD                 | 78.9      | 56.21    |
| SEPARATED RECYCLING  | 996.47    | 200.573  |
| OTHER (LANDFILL/GEN) | 2509.881  | 215.465  |
| DUNNAGE              | 2.0       | 0.0      |
| OTHER CARGO          | 2.2       | 0.2      |
| SCALE                | 0.0       | 0.0      |
| OTHER RESIDUES       | 0.3       | 0.0      |

|                                     |                  |                 |
|-------------------------------------|------------------|-----------------|
| <b>Total m<sup>3</sup></b>          | <b>3923.862</b>  | <b>847.33</b>   |
| <b>2020 SHIPS WASTE</b>             |                  |                 |
| <b>TOTAL NO. SHIP NOTIFICATIONS</b> | <b>192</b>       |                 |
|                                     | <b>DELIVERED</b> | <b>RETAINED</b> |
| OIL                                 | 0.303            | 33.13           |
| OIL MIXTURE                         | 94.75            | 33.92           |
| SLUDGE                              | 152              | 82.45           |
| BALLAST                             | 0.0              | 0.0             |
| OTHER LIQUIDS                       | 5.167            | 0.788           |
| OTHER UNTREATED                     | 0.0              | 42.1            |
| OTHER PART TREATED                  | 0.0              | 0.0             |
| FOOD                                | 10.513           | 2.843           |
| SEPARATED RECYCLING                 | 2678.68          | 62.53           |
| OTHER (LANDFILL/GEN)                | 393.42           | 21.22           |
| DUNNAGE                             | 0.0              | 0.0             |
| OTHER CARGO                         | 1.97             | 9               |
| SCALE                               | 0.0              | 0.0             |
| OTHER RESIDUES                      | 0.0              | 0.0             |
| <b>Total m<sup>3</sup></b>          | <b>3336.8</b>    | <b>288.0</b>    |

APPENDIX J - MAP OF ABP LOWESTOFT SHOWING WASTE FACILITIES



APPENDIX K - EXAMPLE OF INFORMATION LEAFLET FOR ABP LOWESTOFT

*Available using link <https://www.abports.co.uk/media/iu0nbaiw/lowestoft-arrival-notice-2019.pdf>*







**SHIP'S WASTE  
ONLY**

**NO UNAUTHORISED  
USE**

|  <b>YES ✓</b>  | <b>NO ✗</b>   |
|---|---|
| <p><b>NON HAZARDOUS<br/>MARPOL ANNEX V</b></p>  <p><b>GLASS, PAPER, CANS / TINS,<br/>CARDBOARD, WOOD, PLASTICS</b></p> | <p><b>INTERNATIONAL CATERING WASTE (ICW)<br/>MARPOL ANNEX I<br/>MARPOL ANNEX II<br/>MARPOL ANNEX III<br/>MARPOL ANNEX IV</b></p>  <p><b>EMPTY PAINT CONTAINERS<br/>EMPTY OIL / GREASE CONTAINERS<br/>OILY / GREASY RAGS</b></p> |


NO INTERNATIONAL CATERING WASTE


**APPENDIX M  
NON-ABP TERMINALS AND MARINAS**



**LOWESTOFT HAVEN**  
≈ **MARINA** ≈

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# WASTE MANAGEMENT POLICY

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## **1. OVERVIEW**

### **1.1 LOWESTOFT HAVEN MARINA ( LHM)**

ABP Lowestoft Haven Marina site is located at the end of School Road, Lowestoft. It is situated on the South bank at the Western end of Lake Loathing within the Port of Lowestoft SHA and is just 600m down stream from Mutford Lock and the Oulton Broads. The open sea is approx 2km downstream (East), passing under the Lowestoft Town Bascule Bridge near the port entrance.

The marina has 140 available berths and hardstanding. It is accessible at all states of tide and offers excellent quality facilities, complete with comprehensive shore side amenities. The marina also benefits from ABP's expertise on both waste management and health and safety issues.

### **1.2 ACTIVITIES TAKING PLACE**

The business of Lowestoft Haven Marina is that of berthing vessels, hauling and launching vessels and boat storage ashore facility. All other activities are operated by tenants/franchisees.

*Table 8 - Tenants and Franchisees at LOWESTOFT HAVEN MARINA*

| <b>Tenant</b>      | <b>Activity</b>                                    | <b>Waste management arrangements</b>         |
|--------------------|--|--|
| The Third Crossing | Tenant - Licensed Pub and Restaurant               | Own arrangements made for all waste produced |
| Windcat Workboats  | Tenant undertaking maintenance of windfarm vessels | Own arrangements made for all waste produced |
| Boatshed           | Tenant -Boat sales                                 | Own arrangements made for all waste produced |

## 2. PROVISION OF WASTE RECEPTION FACILITIES

### 2.1 Tenants

Waste management planning within specific, leased areas is the responsibility of the tenant, who is required to ensure that suitable waste reception facilities can be provided in line with the relevant regulations relating to his business or activity.

***ABP does not take any responsibility for the Port Waste Management Plans or other arrangements made by tenants.***

Where a tenant makes use of an ABP-managed berth the waste reception facilities provided under ABP's own waste management arrangements, he will be expected to contribute towards the cost of their provisions.

### 2.2 PROVISION OF RECEPTION FACILITIES BY MARPOL ANNEX

Table 4 shows the categories of waste, which are likely to be landed under the MARPOL Regulations at the marina. Marina facilities provide for Marpol annex 1 and 5 categories. Any other waste which falls outside of these categories should be facilitated as per the below table.

*Table 2 - Categories of waste expected within the Lowestoft Haven Marina and responsibility for the provision of associated facilities*

| <b>MARPOL Annex</b> | <b>Type of Waste</b> | <b>Frequency of use of facilities</b> | <b>Responsibility for the provision of facilities</b>                                    |
|---------------------|----------------------|---------------------------------------|--|
| Annex I             | Oil                  | Common                                | ABP for small quantities, the client or tenant for large quantities                      |
| Annex II            | Hazardous substances | Infrequent                            | Tenants / Clients. Arrange via Marina Manager or directly via approved waste contractor. |
| Annex IV            | Sewage               | Infrequent                            | Tenants / Clients. Arrange via Marina Manager or directly via approved waste contractor. |
| Annex V             | Garbage              | Common                                | ABP / Tenants  |

### 2.3 INTERNATIONAL CATERING WASTE (ICW)

Waste is considered ICW if the vessel travels outside the UK, Channel Islands and Isle of Man, even if you stocked up for the entire journey in the UK,



Channel Islands and Isle of Man. This includes private or commercial yachts and boats and armed forces ships.

Waste can only be classed as Domestic catering waste in the UK when:

- operating within the UK, Channel Islands and Isle of Man
- travelling from Northern Ireland to Great Britain

Any requirements for ICW should be arranged directly with the Marina Manager or directly with an approved waste contractor.

All domestic refuse and food waste from these vessels must be brought ashore in leak-proof bags and deposited in the specially marked bins brought to the marina by an authorised waste contractor who will receive and deposit of the waste according to the appropriate Regulations.

## **2.4 WASTE MINIMISATION AND 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, and the extent to which waste is minimised at source, is a matter for vessel owners and operators, including recreational craft. Although careful minimisation and treatment of such wastes at source will reduce the amount of waste landed in marinas, it will not eliminate it altogether.

## **2.5 APPROVED WASTE CONTRACTORS**

Lowestoft Port maintain a list of approved waste contractors which can be provided upon request or viewed via the ABP Lowestoft website.

## **2.6 Waste Facilities at LHM.**

### Oil Waste:

SR-1 x waste oil tank (bundled), with a total capacity of 650lts, situated in the marked waste reception area

### Oily Rags & Filters

SR -2 x lidded drum containers 1 for each type of waste situated in the marked waste reception area

### Garbage:

SR - 2 x 1.1m<sup>3</sup> wheelie bin type covered containers at 1 location, situated in the marked waste reception area

### Recycling:

SR - 1 x 6.1m<sup>3</sup> lidded bin type covered container for DMR, at marked waste reception area

### General Waste:

1 x 6.1m<sup>3</sup> skip located near the boat hoist dock. This is emptied as and when required.

### Glass recycling:

SR only – 1 x glass collection container, mainly used by The Third Crossing, is emptied free of charge through the local authority, located at the marked waste reception area

## **Access**

Ideally, the route to and from the general waste skips should be clear from obstructions to ensure safe access to both the users and the waste contractors. For reasons of safety, the skips and bins are located at the perimeters of the main operational areas.

## **Distance**

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 bins. In view of this, and also with regard to operational safety on the marina, where possible, recycling and general garbage skips are placed in such a way as to minimise the maximum distances required for the users to travel to deposit waste.

### **Visibility**

As far as is reasonably practical, fixed garbage reception facilities are placed in clear view of the berths. Consideration has been given to avoid placing bins and skips behind visual and physical obstructions.

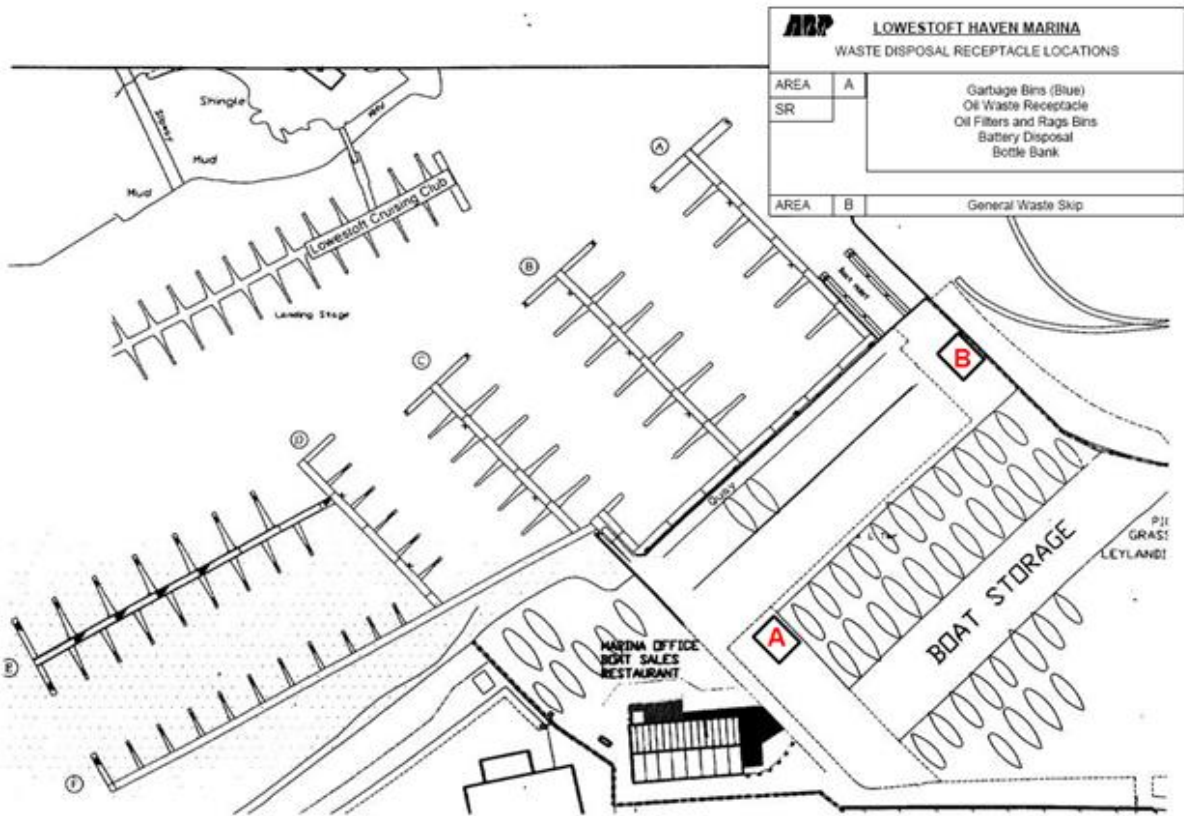
### **Signage**

The garbage bins are clearly labelled to aid users in finding them. Large, clearly worded and brightly coloured signs are used to show where waste reception facilities can be found.

### **Lighting**

The general waste and garbage skips are located near lighting, wherever possible to allow 24/7 safe access.

## **2.7 LAYOUT OF WASTE FACILITIES**



## Lowestoft Cruising Club



# Lowestoft Cruising Club

## Waste Management Policy

The Lowestoft Cruising Club is situated on the north bank of Lake Lothing off Harbour Road and has a water frontage of some 180 metres.

There are floating pontoon facilities for 71 boats with mains water and electricity points available to all moorings; visiting boats are welcomed. The Club site includes a compound which is used as a car park for members during the summer and as winter storage for up to 48 boats during the winter. There is also a small clubhouse that is used for meetings and occasional small social functions, with adjoining shower and toilets available to members and visiting yacht crews, but there is no bar, shop or restaurant. The waste produced is mainly domestic with engine consumables and some anti foul paint accessories.

### GARBAGE

There is an 1100litre waste disposal bin sited in the compound for general waste. Adjacent is a permanent all-weather sign listing materials and waste that cannot be deposited. The sign also provides the address of a local facility in Haddenham Road, South Lowestoft Industrial Estate that will take noxious waste and warns users not to leave anything by the bin if it is full. The bin is maintained and emptied regularly by the East Suffolk Council. The amount of waste removed is approximately 20 cu metres per annum.

### LIQUIDS

There are no facilities on site for the disposal of any noxious liquids including waste lubricating oils, diesel, thinners or anti foul paints. These must be removed from the site by the owners and deposited at a suitable recycling/disposal facility such as the one at Haddenham Road.

### BATTERIES

There are no facilities on site for the disposal of lead acid type batteries. These should be returned to the supplier of the replacement batteries. Alternatively, they can be taken to the disposal facility at Haddenham Road.

### PUMP OUT

There is no pump out facilities. Most Club boats have flush toilets that are only used at sea.

### RECYCLING

East Suffolk Council's Environmental Health Office operates several waste recycling schemes and members and visitors are urged to take advantage of these. There is a bottle, waste paper, aluminium & steel collecting centre located at the car park opposite St Mark's Church in Bridge Road, Oulton Broad. In addition, there are similar facilities, including textile and book recycling banks, located in the Belvedere Road car park in Lowestoft. There is also a bottle bank in Commodore Road, Oulton Broad.

### ANTIFOUL BEST PRACTICE

Antifouling is toxic to aquatic life - concentrated amounts of copper can enter the marine environment during the removal of antifouling paint:

Avoid antifoul scrapings from entering the water by collecting in a tarpaulin. Dust from sanding paint and antifouling coatings is toxic. Using a dustless vacuum sander will also protect your health.

Take advice from your chandlery on the correct type of antifoul for your location – preferably with the lowest levels of biocides and copper suitable for your needs.

Apply the right amount of antifouling required and do not spill it – when applying use a sheet to collect drip.

Dispose of used brushes, rollers and trays and empty cans of antifoul as hazardous waste.

### **MEMBERS' REQUIREMENTS**

Being a small club, the Committee have canvassed members informally to assess their waste disposal needs as laid out in MCA and RYA guides. It was found that most members, and visiting yachts, confine their sailing to the East Coast at weekends with some visiting EU countries for extended summer breaks.

Members reported that during the sailing season they rarely had more than a 'carrier bag' of general household waste after a trip. Some take this home, but most use the bin sited in the compound. Most maintenance is undertaken during the winter and this does produce a certain amount of waste oils and small amounts of paint waste materials – disused sandpaper, brushes, tins, etc.

The existing provisions are considered satisfactory and that any additional facilities were not needed on site to deal with waste oil, metals, batteries or other items as the local facilities provided by East Suffolk Council and Suffolk County Council for any rubbish that did not qualify as domestic waste were adequate

### **ACTION**

- 1) An article has been published in the Club's in-house magazine "Under Way", informing members of the importance of protecting the marine environment by following antifoul best practice advice as highlighted in the Club's waste disposal advice and procedures.
- 2) Written information about waste disposal procedure is included in 'visitors pack' which is given to all visiting yachtsmen. This pack is checked and updated on a yearly basis in April, before the start of the sailing season.