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

Howth Fishery Harbour Centre

Port Waste Management Plan

Waste Reception and Handling Plan

June 2018

Marine Engineering Division - Rannán na hInnealtóireachta Mara,
1c West pier - 1c ce an Iarthar,
Howth Fishery Harbour Centre - Ionad Iascaigh Cuain Bhinn Éadair,
Dublin D13vof6 - Bhaile Átha Cliath, D13 V0F6.
T +353 (0)1 832 22 52

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DOCUMENT CONTROL PROCEDURES

The Harbour Master has responsibility for control of the Howth Fishery Harbour Centre Waste Management Plan and subsequent reviews to ensure the waste plan is suitable for harbour activities and traffic.

Review of the plan will take place every 3 years as per statutory obligations.

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1 INTRODUCTION

Person responsible for the implementation of the plan

The Harbour Master is responsible for the implementation of the Waste Management Plan.

1.1. GENERAL ISSUES IN PORT RECEPTION FACILITIES (PRF)

The purpose of the plan is to manage the Port Reception Facilities in compliance with the legal requirement under Regulation 12 (4) of S.I. No. 117 of 2003 - European Communities (Port Reception Facilities for Ship-generated Waste and Cargo Residues) Regulations 2003 (giving effect to European Directive No. 2000/59/EC - the PRF Directive). The harbour is required to update the updated Port Waste Management Plan and submit to the Minister for Transport, Tourism and Sport every three years for approval.

The overall aim of this port waste management plan for Howth Fishery Harbour Centre (hereinafter called "Howth FHC") is:

- To set out a regime of enforcement, including a system for inspections and for the exchange of information
- To enhance the availability and use of port reception facilities for ship-generated waste and cargo residues

Its objectives are: -

- To fulfil legal duties with regard to waste management
- To meet the needs of the ships using the ports without causing excessive delay;
- To customise PRF to the size of the harbour and the categories of vessels calling to the harbour (noting larger ports tend to have greater traffic and larger ships).
- To consult with users, agents, operators and regulators in the development and implementation of waste management strategies and measures
- To reduce illegal discharge of waste from vessels

In May of 2018 a review was undertaken by Harbour Authorities as to the effectiveness and operation of Howth FHC PRF. On the Whole the facilities were found to be satisfactory. Amendments have been made to this plan as to the location of new or revised waste receptacles within the FHC.

1.2. SUMMARY OF THE LEGISLATION

A summary of the relevant legislation is set out in the Annex I.

2 OVERVIEW OF HOWTH FISHERY HARBOUR

Howth Harbour is one of the six designated Fishery Harbour Centres and its status means that the Minister and the Department of Agriculture, Food and the Marine are responsible for the management, maintenance and development of the port and its facilities. The harbour is situated on the North side of Howth Peninsula, North of Dublin Bay.

The harbour is divided into two halves.

The West side is the trawler basin entered between two-bull noses. At the south end of the basin there is a pontoon berth for small sized crabbers and half- deckers.

The main users of the fishery harbour are the fishing fleet from Howth, Clogherhead and Skerries, amongst the smaller harbours on the East Coast. There are currently 5 pelagic trawlers, 36 demersal trawlers and 12 crabbers regularly using Howth harbour. Regular capital works have been completed in Howth, which allow larger and deeper vessels to use the harbour. These changes will influence the waste management plans and facilities presently available and will be accommodated within future waste planning arrangements.

The East side is for yachts with swinging moorings with a marked channel to marina.

These are annual swing moorings and are licenced to 'Howth Yacht Club' and 'Howth Sailing and Boating Club Ltd and the public. Howth FHC Port Waste Management Plans include the separate waste management plans at Howth Yacht Club' and the Howth Sailing & Boating Club Ltd.

2.1 BERTHS, COMMUNICATIONS, PORT AUTHORITY, SERVICES

2.1.1 Berths

West pier	240	metres
Auction Hall and Ice Plant	85	metres
South West pier and landing berth	120	metres.
Pontoon (South)	80	metres
Pontoon (North)	30	metres
Middle Pier	180	metres

Pleasure craft are not accommodated in trawler Basin.

Communications

Harbour: VHF Channel 16/11 when manned,

Tel: (01) 5058877/ 8322252

Mobile: 086 3814926 at most times.

Fax: 01 8329648

Port Authority: **Howth Fishery Harbour Centre**

Sea Fisheries Administration Division, and

Marine Engineering Division

Department of Agriculture, Food and the Marine

2.1.2 Services

The Synchrolift is capable for a lift of 600 tonnes with the transfer to repair yard. Engine repairs can be undertaken locally. Electronic and radio repairs are carried out by agents for all radio and electronic gear. Electric power and fresh water are available, in the yard and the quays, paid by in-house card system.

Bunkering By road tankers

Stores Victuals- Local shops and supermarkets and local ship chandlers on pier

3 DISTRIBUTION PLAN

3.1 THE AVAILABILITY OF THE PLAN TO THE STAKEHOLDERS

The Howth Harbour Port Waste Management Plan is available to all the stakeholders. Copies are available on request.

3.2 DISTRIBUTION LIST

A copy of the Howth FHC Port Waste Management Plan is distributed to the following stakeholders:

- Ship Pollution Section, Minister for Transport, Tourism and Sport
- Sea Fisheries Administration, Department of Agriculture, Food and the Marine
- Harbour Users
  - Howth Yacht Club
  - Howth Sailing and Boating Club

3.3 AVAILABILITY OF THE PLAN ON LINE

The Port waste Management Plan is not available on-line.

4 ASSESSMENT AND CONSULTATION

4.1 ASSESSMENT OF NEED FOR PORT RECEPTION FACILITIES

The ultimate of the Port Reception Facilities and the Port Waste Management Plan is the proper management of ship generated waste, waste oils and international catering waste under the Regulation 12(1) (a) of the European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003, which implement Directive 2000/59/EC on port reception facilities for ship-generated wastes and cargo residues [S.I. No. 117 of 2003]. This nominates the appropriate port authority (as defined), being the local competent authority, must have in place an authorized waste reception and handling plan for its respective port

4.2 PROCEDURE FOR ON-GOING CONSULTATIONS WITH THE HARBOUR USERS:

There are regular meetings between the Harbour Master and the harbour users (fishermen, marine leisure users, etc.). Items discussed include regular updates, PRF and issues regarding the inadequacies of the PRF. Both the marinas have their procedures of consultations and discussions of issues regarding the waste management plan. This are presented to the Harbour Master and accommodated within the Harbour PRF plans.
The Harbour Master hosts meetings with harbour users to inform them of developments and to discuss users' requirements. The marinas have their procedures where issues regarding the waste management plan are discussed amongst the members. Inadequacies regarding waste reception facilities are communicated to the Harbour Master and fisheries division of the Department.

4.3 EXPLANATION TO ANY SIGNIFICANT CHANGES TO THE PLAN.

Changes to this PWMP were primarily to update the contact list and compliance to the new format (DTTAS).

5 CAPACITY OF PORT RECEPTION FACILITIES

5.1 TYPES OF WASTE RESIDUES HANDLED BY THE HARBOUR

The three main types of waste material landed in the harbour by the harbour users are:

- Waste
  - Fishing vessel generated waste
  - General waste from visiting persons and tourists
- Waste oils and oily rags
- Catering waste

5.2 TYPES OF WASTE RESIDUES HANDLED BY THIRD PARTIES

Not applicable

5.3 TYPES OF WASTE RESIDUES WHICH CANNOT BE RECEIVED AT THE HARBOUR

Only items mentioned above. No sewage facilities are necessary (there has never been a request for sewage facilities).

5.4 TYPES AND CAPACITIES OF PORT RECEPTION FACILITIES

Fishing vessels land their waste in bags, crates, etc. into dedicated spaces along the landing piers. These containers may be accessed around the clock.

Waste engine and sump oils and oily rags are landed ashore onto the dedicated save-all platforms. The save-alls may be accessed around the clock.

In the event a fishing vessel contacts the Harbour Master wishing to land catering waste, procedures are in place to collect directly from the vessel and store in secure container.

Ship generated waste: Fishing vessels land their waste at dedicated areas on the piers. These removed by the Harbour team on a regular basis. This may occur several times during the day.

Catering waste: There is a dedicated procedure and site for landing of ICW from fishing vessels.

Waste Oils and oily rags: Containers of waste oils and oily rags are landed kept on dedicated save-alls along the landing piers.

Recyclable Waste: Signage on the piers/quays directs boat owners to the recycling facilities in the pier car park. Bottles, drinks cans, food tins, paper, plastic and cardboard may be recycled here. Companies contracted by the County Council empty recycling facilities weekly. Receipts from these companies record the amount of recyclable material collected.

5.4.1 Howth Harbour

Type	Capacity	Collection Schedule
ICW (Food) bin	240 Litres	As required by Greenstar
Waste Oil tank	2500 Litres	As required by Greenstar
Oily Rags and Filters	660 litres	As required by Greenstar
Garbage skips	12 & 20 yard^3	As required by Greenstar
Bottle Bank	2000 Litres	As required by Rehab
Drinks Cans	2000 Litres	As required by Rehab
Food Tins	2000 Litres	As required by Rehab

5.4.2 Howth Yacht Club

Type	Capacity	Collection Schedule
Waste Oil tank	1000 Litres	As required by Greenstar
Filter Box	3 cubic meters	As required by Harbour Master
Oily Rags Box	3 cubic meters	As required by Harbour Master
Batteries	12 batteries x 24 v	As required by Greenstar
General Garbage Skip	1100 Litres	As required by Greenstar

5.4.3 Howth Sailing and Boating Club Ltd

Type	Capacity	Collection Schedule
Garbage Wheelie Bin	660 litres	Harbour Master as required
Oily Rags	1 cubic meter	Harbour Master as required
Filters	1 cubic meter	Harbour Master as required
Sump oil	5 gallon drums (25 litres)	Harbour Master as required
Batteries	12 batteries x 24 v	Harbour Master as required

5.5 DESCRIPTION OF ANY PRE-TREATMENT EQUIPMENT AND PROCESSES IN THE PORT.

There is no pre-treatment equipment or processes in the harbour.

6 NOTIFICATION AND REPORTING

6.1 DESCRIPTION OF NOTIFICATION REQUIREMENTS BY HARBOUR USERS

6.1.1 Fishing vessels

Fishing vessels land their waste in bags, crates, etc. into dedicated spaces along the landing piers. These containers may be accessed around the clock.

Waste engine and sump oils and oily rags are landed ashore onto the dedicated save-all platforms. The save-alls may be accessed around the clock.

In the event a fishing vessel wishes to land catering waste, there are set procedures to collect directly from the vessel and store in secure ICW marked container.

Masters of vessels (other than fishing boats and recreational craft authorised to carry no more than 12 passengers) bound for an EU port are required to notify certain information, in particular:

- the date and the last port in which ship-generated waste was delivered;
- the types and amounts of waste and residues to be delivered and/or remaining on board and the percentage of maximum storage capacity.

6.2 PROCEDURES FOR REPORTING ALLEGED INADEQUACIES OF PRF

Complaints are made initially to the Harbour Master, who supplies an IMO grievance form for completion by the complainant. (See attached form).

7 DELIVERY OF WASTE

The procedure for the users to deliver waste, either from the fishing vessels or the marinas is described below.

7.1 LOCATION OF THE PRF

See Annex IX for the site map.

The three main types of waste material landed in the harbour by the harbour users are:

- Ship generated waste
- Waste oils and oily rags
- Catering waste

7.2 PROCEDURES TO USERS FOR ACCESS TO THE RECEPTION FACILITIES

7.2.1 Fishing vessels:

The Fishing Vessels are given a supply of coloured plastic bags for ships waste by the harbour master as required. The ship generated wastes are stored on the pier, at the nominated sites. These are collected by the harbour management and transferred to the secure facilities for ship-generated waste.

7.2.2 Marinas

The local yachts are familiar with the location of the waste facilities for ship-generated waste. They have 24-hour access to facilities by arrangement with the marina office.

Visiting yachts must radio in to the marina office before arrival to book a berth; where possible they are greeted by marine staff at their berth or advised they must report to the marina office on arrival, which is visible from the main walkway.

The marina office employees direct the visitors to the facilities, which the marina staffs unlocks. The facilities provided by the HYC are all clearly marked.

The Boating club is used at weekends only, the vessel operators call in to the Office on arrival and if they need to dispose of any waste they inform the secretary who unlocks the facilities. All facilities by HSBC are clearly marked.

7.3 PROCEDURES OF COLLECTION OF THE WASTE FROM THE VESSEL

The Harbour Master arranges for the collection and the management of the port waste system.

Recyclable Waste: Signage on the piers/quays directs boat owners to the recycling facilities in the pier car park. Bottles, drinks cans, food tins, paper, plastic and cardboard may be recycled here. Companies contracted by the County Council empty recycling facilities weekly. Receipts from these companies record the amount of recyclable material collected.

International Catering Waste (ICW): Plans are in place for the collection of International catering Waste from fishing vessels and visiting pleasure vessels at the two marinas. Appropriate signs along the quays instruct visiting boat owners to contact the Harbour Authorities for access to ICW collection premises on the pier. The food waste is collected by Greenstar refuse collection service as required. Greenstar records the weight collected and issues receipts to the Harbour Master.

Waste Oil: Waste oil is deposited in an oil tank located within a bunded enclosure in the in the shipyard. The tank has a capacity of 2500 litres. Boat owners/skippers and other commercial vessel owners are given instructions in its proper use by the harbour management. Greenstar are contracted to empty the waste oil tank as required. Receipts from recorded and filed and are available for inspection in the harbour office.

7.4 DETAILS OF WHO COLLECTS THE WASTE FROM THE VESSEL

The Harbour Master arranges for the waste to be collected from the vessel.

7.5 DESCRIPTION OF STORAGE OF THE SHIP GENERATED WASTE WITHIN THE HARBOUR

The collected waste is stored in dedicated industrial skips (14 yards^3 and 22 yards^3) prior to being collected by Greenstar.

8 DISPOSAL OF WASTE

8.1 DETAILS OF HOW OFTEN THE FACILITIES ARE EMPTIED.

The collected wastes from the skips are emptied on a regular basis. This is dependent on the quantities of waste from the fishing vessels.

8.2 DETAILS OF WASTE MANAGEMENT AND COLLECTION FROM THE HARBOUR

The ship generated waste is stored within the secured perimeter of the shipyard. Regular communication is maintained with Greenstar, the contracted company, to collect the skips of ship generated harbour waste.

8.3 DETAILS OF DISPOSAL OF CATERING WASTE FROM THE HARBOUR.

Harbour users (fishing vessels and the marinas) have been informed that International Catering Waste (ICW) management is as per the harbour ICW Plan. The person(s) wishing to land catering waste to land and be collected must inform the Harbour Master of the details of ICW to be landed at Howth.

8.4 DETAILS OF DISPOSABLE OF HAZARDOUS WASTE

Any harbour users intending to land hazardous waste must inform the Harbour Master of their intention to land hazardous waste.

The hazardous waste must be delivered ashore separately and labelled the same as all ships garbage i.e. with the name of the vessel and date delivered ashore. Greenstar is informed of the type and amount of hazardous waste arrangements are made to collect the waste and dispose of it in an approved and safe manner. This action is recorded e-mail and letter.

9 CHARGING SYSTEM

9.1 DESCRIPTION OF COST RECOVERY SYSTEM THROUGH INDIRECT FEES

The EU Directive states that each vessel must contribute "significantly" to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use Section 9.2 of the European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003. In compliance with the legislation Howth FHC facilitates the waste management disposal on a non-profit basis. The Minister specifies the fees payable by ships using the Fishery Harbour facilities in the Fishery Harbour Centre (Rates and Charges S.I. No. 214 of 2012) order.

9.2 INFORMATION ON THE CALCULATION OF THE INDIRECT FEES

The rate or charge is fixed as per the relevant and valid charges and shall be paid to the Minister by the person using the facility or service concerned.

a. Howth Harbour

Disposal of ship generated waste (mandatory on all vessels operating from Howth FHC, regardless of whether waste facilities are used.) Charge No 10, Schedule 2 The charges for collection of waste from fishing vessels disposal of ship generated waste are mandatory as per Rates & Charges (S.I. No 214 of 2012).

(a) Less than 10 GT	€20 per month
(b) 10 to 19 GT	€40 per month
(c) 20 t0 29 GT	€60 per month
(d) 30 to 99 GT	€80 per month
(e) 100 and above GT	€100 per month

b. Howth Yacht Club

The fee for the use of the waste facilities is included in the annual mooring fees (for regular users). The fee for the use of the waste facilities is included in the daily/weekly fee (for visiting yachts). This fee covers more than 30% of the costs of providing the waste facilities. Howth Yacht Club charge 1000 euro per year to every individual member of the club, which more than covers their waste charges which would be mainly generated from their catering and bar services. The club would charge over 3 euro per meter per night for any visiting yachts they receive. Howth Yacht Club are very tight for space, so would find it difficult to attract visiting yachts, hence have very little waste from visiting vessels.

c. Howth Sailing and Boating Club Ltd

Charges for use of waste facilities are included in the annual mooring fees. This club does not receive visiting craft, as they are only a small group of locals with 15 boats on swing moorings. The amount of waste generated at this club is little or nothing. The Harbour Authority would collect the 1 or 2 bins they would generate during the summer months.

9.3 INFORMATION DIFFERENTIATION OF CHARGES CRITERIA

All charges relating to the services provided at the Fishery Harbour Centres are decided by the Minister.

9.4 INFORMATION OF WHAT IS COVERED BY THE INDIRECT FEE

All information detailing the indirect charges is as per the Rates and Charges order.

9.5 INFORMATION ON CHARGES NOT COVERED BY INDIRECT FEES

All charges are covered in the Rates and Charges order.

9.6 INFORMATION ON HOW THE CHARGES ARE PAID

1.1.1. Fishing vessels: All fishing vessels landing in Howth FHC are billed at the end of the month, along with other charges incurred during the month.

1.1.2. Charges for the marinas and the moorings are included with the annual mooring charges.

10 RECORDS OF WASTE MANAGEMENT

10.1 TYPES AND QUANTITIES OF WASTE RECEIVED

The records of the garbage landed at Howth Harbour and the amount collected from Howth harbour are filed and stored in the harbour records.

10.2 RECORDS OF PREVIOUS YEARS

The records are stored for the previous three years.

11 ANNEX 1

LEGISLATION LIST

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

- EU Directive 2000/59/EC on port reception facilities for ship generated wastes and cargo residues
- S.I. No. 117 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003
- Directive 2002/84/EC amending the Directives on maritime safety and the prevention of pollution from ships
- S.I. No. 659 of 2003: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2003
- Commission Directive 2007/71/EC of 13 December 2007 amending Annex II of Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues
- S.I. No. 376 of 2009: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2009
- Commission Directive (EU) 2015/2087 amending Annex II to Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues
- S.I. No. 550 of 2016: European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) (Amendment) Regulations 2016
- Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements
- Directive 2009/123/EC amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements
- S.I. No. 542 of 2010: European Communities (Ship-Source Pollution) Regulations 2010
- Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC
- Directive 2009/17/EC amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system
- S.I. No. 573 of 2010: European Communities (Vessel Traffic Monitoring and Information System) Regulations 2010
- Commission Directive 2011/15/EU amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system
- S.I. No. 71 of 2012: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2012
- Commission Directive 2014/100/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system
- S.I. No. 367 of 2016: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2016

- Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels
- S.I. No. 361 of 2015: European Union (Sulphur Content of Marine Fuels) Regulations 2015
- Sea Pollution Act, 1991
- Sea Pollution (Amendment) Act, 1999
- Sea Pollution (Miscellaneous Provisions) Act, 2006

[Statutory Instrument(s) giving effect to MARPOL Annex I]

- S.I. No. 788 of 2007: Sea Pollution (Prevention of Oil Pollution) Regulations 2007
- S.I. No. 282 of 2008: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2008
- S.I. No. 664 of 2010: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2010
- S.I. No. 365 of 2011: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2011
- S.I. No. 275 of 2014: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2014
- S.I. No. 461 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2016
- S.I. No. 578 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) (No. 2) Regulations 2016
- S.I. No. 582 of 2016: Sea Pollution (Prevention of Oil Pollution) (Amendment) (No. 3) Regulations 2016

[Statutory Instrument(s) giving effect to MARPOL Annex II]

- S.I. No. 217 of 2008: Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations 2008

[Statutory Instrument(s) giving effect to MARPOL Annex III]

- S.I. No. 510 of 2013: Sea Pollution (Harmful Substances in Packaged Form) Regulations 2013
- S.I. No. 459 of 2016: Sea Pollution (Harmful Substances in Packaged Form) (Amendment) Regulations 2016

[Statutory Instrument(s) giving effect to MARPOL Annex IV]

- S.I. No. 269 of 2006: Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006
- S.I. No. 281 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2008

- S.I. No. 372 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) (No.2) Regulations 2008
- S.I. No. 492 of 2012: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2012

[Statutory Instrument(s) giving effect to MARPOL Annex V]

- S.I. No. 372 of 2012: Sea Pollution (Prevention of Pollution by Garbage from Ships) Regulations 2012

[Statutory Instrument(s) giving effect to MARPOL Annex VI]

- S.I. No. 313 of 2010: Sea Pollution (Prevention of Air Pollution from Ships) Regulations 2010
- S.I. No. 383 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2011
- S.I. No. 596 of 2011: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) (No. 2) Regulations 2011
- S.I. No. 35 of 2013: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2013

[Statutory Instrument(s) giving effect to other international legislation]

- S.I. No. 82 of 2008: Sea Pollution (Control of Harmful Anti-fouling Systems on Ships) Regulations 2008

[Other legislation]

- Waste Management Act 1996 [No. 10 of 1996]
- Waste Management (Amendment) Act 2001 [No. 36 of 2001]
- Protection of the Environment Act 2003 [No. 27 of 2003]
- Diseases of Animals Act 1966
- S.I. No. 153 of 1985: Diseases of Animals (Feeding and Use of Swill) Order 1985
- S.I. No. 133 of 1987: Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987
- S.I. No. 597 of 2001: Diseases of Animals Act, 1966 (Prohibition on the Use of Swill) Order, 2001
- S.I. No. 252 of 2008: European Communities (Transmissible Spongiform Encephalopathies and Animal By-Products) Regulations 2008
- S.I. No. 12 of 2009: Diseases of Animals Act 1966 (Prohibition On the Use of Swill) (Amendment) Order 2009
- Regulation (EC) No 1069/2009 of the European Parliament and of the Council of 21 October 2009 laying down health rules as regards animal by-products and derived

products not intended for human consumption and repealing Regulation (EC) No 1774/2002 (Animal by-products Regulation)

- Commission Regulation (EU) No 142/2011 of 25 February 2011 implementing Regulation (EC) No 1069/2009 of the European Parliament and of the Council laying down health rules as regards animal by-products and derived products not intended for human consumption and implementing Council Directive 97/78/EC as regards certain samples and items exempt from veterinary checks at the border under that Directive
- Animal Health and Welfare Act 2013
- S.I. No. 187 of 2014: European Union (Animal By-Products) Regulations 2014

S.I. No. 126 of 2011: European Communities (Waste Directive) Regulations 2011

12 ANNEX II

DEFINITION OF WASTES

1 Definitions are as contained in MARPOL 73/78

MARPOL ANNEXES

Annex I Oily Wastes (Bilges, sludge, ballast and slops.
Generally what has to be discharged and disposed of after oil changes)

Annex II Noxious Liquid Substances Carried in Bulk (dirty ballast, slops, and tank washings)

Annex III Pollution by Harmful Substances Carried by Sea in Packaged Form

Annex IV Sewage

Annex V Garbage, which includes - hazardous waste, food waste (including wrapping which has been in contact with food), metal, plastics (including fishing nets), paint tins, batteries, recyclable wastes such as paper, cardboard, glass & wood,

Annex VI Prevention of Air Pollution from Ships

The categories under consideration at Howth FHC are Annexes I, II and V, there being no general requirement for Annex III (such pollution would be dealt with by way of an isolated incident) and facilities for the discharge of sewage are available on request. Annex VI was adopted in 1997 and entered into force internationally on 19 May 2005.

2 MARPOL Convention

The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978 respectively and updated by amendments through the years.
The International Convention for the Prevention of Pollution from Ships (MARPOL) was adopted on 2 November 1973 at IMO and covered pollution by oil, chemicals, and harmful substances in packaged form, sewage and garbage. The Protocol of 1978 relating to the 1973 International Convention for the Prevention of Pollution from Ships (1978 MARPOL Protocol) was adopted at a Conference on Tanker Safety and Pollution Prevention in February 1978 held in response to a spate of tanker accidents in 1976-1977. (Measures relating to tanker design and operation were incorporated into a Protocol of 1978 relating to the 1974 Convention on the Safety of Life at Sea, 1974)

As the 1973 MARPOL Convention had not yet entered into force, the 1978 MARPOL Protocol absorbed the parent Convention. The combined instrument is referred to as the International Convention for the Prevention of Marine Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), it entered into force on 2 October 1983 (Annexes I and II).

The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes six technical Annexes:

Annex I
Regulations for the Prevention of Pollution by Oil

Annex II
Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk

Annex III
Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form

Annex IV
Prevention of Pollution by Sewage from Ships (entered into force 27 September 2003)

Annex V
Prevention of Pollution by Garbage from Ships

Annex VI
Prevention of Air Pollution from Ships (entered in to force 19 may 2005)

13 ANNEX III

(FORM HFC WASTE MANAGEMENT 1)

NOTIFICATION OF DISCHARGE OF WASTE CHECKLIST

NAME OF VESSEL		
CALL SIGN	IMO NUMBER	
NATIONALITY	AGENT	
E.T.A.	E.T.D.	
BERTH	LAST PORT	
TIME AT SEA	NEXT PORT	
LAST PORT WHERE SHIP GENERATED WASTE WAS LANDED/DELIVERED		
REQUEST TO USE RECEPTION FACILITIES IN PORT	YES	NO
If no state reason	Exemption	
	Other (Specify)	
Vessel delivering: ALL SOME NONE Of the waste into the port/harbour into the WASTE RECEPTION FACILITIES		

TYPE AND AMOUNT OF SHIP GENERATED WASTE ON BOARD

Type	Waste to be delivered M^3	Maximum Dedicated storage capacity M^3	Amount of Waste retained on board M^3	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call M^3
1. Waste Oils					
Sludge					
Bilge Water					
Others					
2. Garbage					
Food Waste					
Plastic					
Hazardous					
General					
Other					

3. Cargo Waste (Specify)					
Cargo Residue (Specify)					

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

Ship's Master:

Date:

Stamp:
Confirmation that types and amount of waste indicated above has been landed.

Harbour Representative/Agent: ……

Date: ……

14 ANNEX IV

FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES[1]

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

1 SHIP'S PARTICULARS
1.1 Name of ship: _____
1.2 Owner or operator: _____
1.3 Distinctive number or letters: _____
1.4 IMO Number[2]: _____
1.5 Gross tonnage: _____
1.6 Port of registry: _____
1.7 Flag State[3]: _____
1.8 Type of ship:
☐ Oil tanker ☐ Chemical tanker ☐ Bulk carrier
☐ Other cargo ship ☐ Passenger ship ☐ Other (specify) _____

2 PORT PARTICULARS
2.1 Country: _____
2.2 Name of port or area: _____
2.3 Location/terminal name: _____
(e.g. berth/terminal/jetty)
2.4 Name of company operating
the reception facility (if applicable): _____
2.5 Type of port operation:
☐ Unloading port ☐ Loading port ☐ Shipyard
☐ Other (specify) _____
2.6 Date of arrival: __/__/____ (dd/mm/yyyy)
2.7 Date of occurrence: __/__/____ (dd/mm/yyyy)
2.8 Date of departure: __/__/____ (dd/mm/yyyy)

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1 This format was approved by MEPC 53.
2 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by Assembly resolution A.1078(28).
3 The name of the State whose flag the ship is entitled to fly.

3 INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge (m^3)	Amount not accepted (m^3)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I-related Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify ……..….)			
MARPOL Annex II-related Category of NLS[4] residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Sewage			

[4] Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.

MARPOL Annex V-related Type of garbage:			
A. Plastics			
B. Food wastes			
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Cargo residues			
H. Animal carcass(es)			
I. Fishing gear			
MARPOL Annex VI-related			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

3.2 Additional information with regard to the problems identified in the above table.

_____
_____
_____
_____
_____

3.3 Did you discuss these problems or report them to the port reception facility?
☐ Yes ☐ No

If Yes, with whom (please specify)

_____
_____

If Yes, what was the response of the port reception facility to your concerns?

_____
_____

3.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel's requirements for reception facilities?
☐ Yes ☐ No ☐ Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?
☐ Yes ☐ No

4 ADDITIONAL REMARKS/COMMENTS

_____
_____
_____
_____

_____
Master's signature Date: __/__/____ (dd/mm/yyyy)

_____

15 ANNEX V

RECEIPT FOR GARBAGE/REFUSE AT HARBOUR WASTE RECEPTION FACILITIES[5].

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

1. RECEPTION FACILITY AND PORT PARTICULARS

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

2. SHIP PARTICULARS

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

3. TYPE AND AMOUNT OF WASTE RECEIVED

MARPOL Annex I – Oil	**Quantity (m^3)**
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	**Quantity (m^3)/Name[1]**
Category X substance	
Category Y substance	
Category Z substance	
OS – other substance	
MARPOL Annex IV – Sewage	**Quantity (m^3)**

MARPOL Annex V – Garbage	**Quantity (m^3)**
A. Plastics	
B. Food wastes	
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Cargo residues[2]	
H. Animal carcass(es)	
I. Fishing gear	
MARPOL Annex VI – related	**Quantity (m^3)**
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

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

Signature: …… Full Name and Company Stamp: ……..…

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

16 ANNEX VI

DEFINITION OF AN EXEMPT SHIP

Applications for exemptions from the port waste management system must be made to the Harbour Master. They are not automatic.

There are three grounds for the granting of an exemption and they must **ALL** be satisfied:

1. **SCHEDULED** traffic operating along a regular route
2. Evidence of **DELIVERY** in one port along the route
3. Evidence of **PAYMENT** in one port along the route

17 ANNEX VII

NOTIFICATION REQUIREMENT

The following information is required from **ALL RELEVANT** vessels before arrival: -

1. Name/call sign/IMO number
2. Flag state
3. ETA/ETD
4. Previous/next port of call
5. Last port and date when ship generated wastes was delivered
6. Whether delivering all/some/none of ship generated wastes into facilities
7. Type and amount of waste to be delivered/stored on board plus maximum storage capacity
8. The unit of measurement is cu m/kg

NOTIFICATION MECHANISM

The notification checklist is to be completed by the Master and submitted to Howth FHC 24 hours before arrival if applicable. Transmission should preferably be by electronic means (e-mail or fax). Relevant contact details are available in the Contact Directory.

Howth FHC will retain **ALL** notification records for 3 years in order to comply with the audit requirements of Statutory Instrument 117 of 2003.

Failure to submit a checklist **MAY** result in delay in entry. It is to be noted that this will be called a **NOTIFICATION OF DISCHARGE OF WASTE CHECKLIST**.

18 ANNEX VIII

CONTACT DIRECTORY

Harbour Master Capt. Harold McLoughlin	Tel: 01 832 22 52 Fax: Mobile: 087 234 83 87 VHF Ch. 16/11 when manned, E-mail harold.mcloughlin@agriculture.gov.ie Website: www.agriculture.gov.ie
Howth Yacht Club General Manager	Tel: 01 8322141 Fax: 01 8392430 VHF Ch. 37/80 E-mail admin@hyc.ie Website: www.hyc.ie
Howth Sailing & Boat Club Paul HOLDEN Secretary	Tel: 01 8325955 Fax: Mobile: E-Mail:
Greenstar Darren O'REILLY Greenstar, Millennium Business Park, Ballycoolin Road, Dublin 11. Greenstar sub contract Enva Environmental to collect all hazardous waste.	Tel: 01 294 7900 Key Accounts Desk: 1890 400 999 Mobile: 087 2037972 E-mail: darren.oreilly@greenstar.ie Website: www.greenstar.ie
DTTAS Ms Eithne Gore Maritime Transport Division Department of Transport, Tourism and Sport Leeson Lane, Dublin 2	Tel: 01 678 34 22 Fax: 01 678 3419 E-mail: **shipsourcepollutionprevention@dttas.ie** Website: www.dttas.ie
FINGAL COUNTY COUNCIL Janice Butler, Executive Scientist Fingal County Council, Environment Division, Environment and Water Services Department, County Hall, Swords, Co. Dublin	Tel: 01 8905000/ 8906266 Fax: 01 8906270 E-Mail: janice.butler@fingal.ie Website: www.fingalcoco.ie

19 ANNEX IX

HARBOUR MAP with ICW bin sites

20 ANNEX X

HARBOUR NOTICE: No. 1 of 2017. Waste Management Notice

In March 2003 the government introduced new legislation by way of a Statutory Instrument (S.I. 117 of 2003) to give effect to the E.U. Directive on Port Reception Facilities for Ship Generated Waste and Cargo Residues. The aim of these regulations is to protect the marine environment by reducing discharges into the sea of any waste from a vessel such as galley rubbish, fishing gear or cargo residues and to improve the availability and use of port reception facilities.

In accordance with the new mandatory regulations, improved waste facilities are now being put in place in harbours around the coast, including the six Fishery Harbour Centres (Killybegs, Rossaveal, Castletownebere, Dingle, Dunmore East and Howth).

All food waste, to be landed, must be in stored strong bags and disposed at designated holding places ashore where it will be transferred to waste skips/ receptacles for deep fill.

When changing oil, ensure that there are adequate containers to hold the waste oil and waste oil filters/rags separately. These should then be deposited into allocated reception bins located in each harbour.

Hazardous wastes such as batteries, paint tins, oily rags etc. must be delivered ashore separately and labelled i.e. the name of the vessel and date delivered ashore.

Other waste products should be kept in strong black bags, secured and labelled for delivery ashore. To minimise the production of wastes, reuse or recycle wherever possible. It is an important part of the overall waste management process that a vessels waste is delivered ashore in acceptable bags, containers and/or receptacles that are secure and labelled with:

Vessel name	
Port	**Date of delivery**
Type of Waste landed:	**Weight (Kgs)**
Dry Waste	
Hazardous Waste	
Oil/Oily waste, oily rags	
Batteries	
Food/Galley	

These measures allow for a standard, simplified waste reception system, more accountability and provide a means for further development of re-cycling opportunities for ship generated wastes and cargo residues.

Harbour Master. Howth