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An Roinn Talmhaíochta, Bia agus Mara

Lárionad Chuan Iascaigh Ros An Mhíl

Plean Bainistíocht Dramhaíola

Department of Agriculture, Food and the Marine

Ros An Mhíl Fishery Harbour Centre

Port Waste Management Plan

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PREAMBLE

AIMS AND OBJECTIVES

The overall aim of this port waste management plan for Ros An Mhíl Fishery Harbour Centre (hereinafter called " Ros An Mhíl FHC") is to protect the marine environment by reducing discharges into the sea of ship generated wastes and cargo residues; to improve the availability and use of reception facilities and strengthen the enforcement regime.

Its objectives are: -

- To reduce illegal discharge of waste from vessels
- To fulfil legal duties with regard to waste management
- To consult with users, agents, operators, contractors and regulators in the development and implementation of waste management strategies and measures
- To minimise the production of waste wherever possible
- To re-use or recycle waste wherever possible
- To dispose of waste so as to minimise negative environmental effects

1. THE FISHERY HARBOUR CENTRE

OVERVIEW OF ROS AN MHÍL FISHERY HARBOUR CENTRE

DESCRIPTION

Ros an Mhíl FHC is located approximately 40 km from Galway City and it is a busy fishing harbour catering for local and visiting whitefish and pelagic fleets both national and nonnational. It is a naturally deep, well-sheltered harbour, and is strategically located within close proximity of the fishing grounds off the West Coast of Ireland. The harbour is also a busy ferry port serving the three Aran Islands. Some freight is carried from the port to the Aran Islands and this trade may expand with the relocation of the current Galway-based cargo vessel and service to Ros An Mhíl FHC sometime in the future. Ros An Mhíl FHC is designated as one of the country's six Major Fishery Harbour Centres and its status means that the Minister and the Department of Agriculture, Food and the Marine (DAFM) are responsible for the management, maintenance and development of the port and its facilities.

Ros An Mhíl FHC is located in the Conamara Gaeltacht region, where the Irish language is actively spoken as the primary language of communication.

Major capital works have been developed in a number of phases from 1972 when number one pier was constructed and during 1991/1992 when pier number two was completed allowing fishing activities and tourism-related operations to function separately. Also, at this time a new ice plant, auction hall and adjoining administration offices for the Harbour Master and Department staff was constructed.

The port handles fishing vessels ranging from small half-deckers, 12-15 m and a local fishing fleet of 30 vessels, 15-30 m. There are domestic and foreign visiting fishing vessels 28-30m depending on ships manoeuvrability. This totals 200 vessels per year. As the nearest land port to Kilronan in the Aran Islands, Ros An Mhíl FHC acts as the main access/egress to and from the Aran Islands. With passenger throughput in the region of 300,000 to 360,000 domestic passenger movements per year, the FHC is one of the busiest passenger ports in the State. The passenger company carries tourists and native Islanders to & from the Aran Islands, (up to 294 per vessel), peaking in summer. There are two small flat-bottomed cargo vessels, 99 GT & 172 GT, which operate as required in the winter and about two to three times a week in the summer and three or four passenger boats for angling and diving.

Major Marine development works for the provision of dedicated passenger ferry berths and a small boat harbour / marina were completed and commissioned during May 2011 and April 2012 respectfully. This consists of three finger piers designed as floating pontoons and provides at least six dedicated passenger ferry berths in a dredged ferry basin. The marina was again extended in 2018 and now can accommodate approximately 160 small pleasure craft of various sizes. This new development did not require any additional infrastructure to be added to the existing port waste reception facilities, although currently under construction is a Facilities building to service marina users and the plan will be in future to have a designated Rubbish compound for the Marina itself, also as before the passenger ferry berthing facilities do allow for the port reception of ships sewage waste to be incorporated into the harbours sewage treatment system should the need arise in the future.

Current waste management

The passenger vessels' waste is removed daily with each vessel submitting a completed SCHEDULE 1 notification of a ship's waste particulars to the harbour office as required under S.I. 117 of 2003.

Plastic sacks and boxes labelled and tied, which come from the trawlers are put into waste skips directly by skippers or harbour staff. The general public waste bins are emptied into a separate skip (daily in summer and twice weekly in winter). Fishing gear waste etc left on the pier is also put into a skip daily, which Panda Waste (subcontracted to Walsh Waste) empties once a week or as required. Tenants in the building (café, sales office, public toilets) are responsible for their own waste. Marina rubbish is by way of sealed skip placed adjacent to Marina emptied 3 times per week or as needed. All shore sewage is pumped directly into a harbour sewage treatment plant and the new berthing facilities for the domestic passenger ferries allows for the incorporation of their ships sewage waste into this system should this be required in the future.

Waste oils are stored in 2 x 2500ltr bunded tanks and 45-gallon drums, which are collected approximately 4 times per year or as required by ENVA Oils. Waste oil filters are collected in three special waste oil bins, oily rags are collected in a special container and ENVA Oil collects both these wastes as required. Old batteries are put into a special container and recycled through ENVA as required. A recently new undertaking to promote bringing of litter found at sea ashore for disposal correctly and recording (As per new EU regulations) has been ongoing for some months now, a new skip has been added to the rubbish compound available to the fisherman and emptied as needed.

There are therefore 2 x 2500 litre waste oil bund tanks, 8-9 x 45 gall drums, 3 waste oil filter bins, three skips, one waste battery container, one hazard container and 6-8 public bins. There is a net compound where a mixture of old and new fishing gear and fishing nets are stored.

The port is open by necessity 24 hours a day, 7 days a week and must therefore be capable of providing waste reception facilities to harbour users, which will meet with all the requirements of the port waste reception and management legislation. Under a new rates and charges order, S.I. 214 of 2012, it is mandatory for all vessels to pay the port for waste disposal and the port subsequently pays the licensed contractors for final removal from the harbour. Future structural changes at the port are planned however their implementation will depend upon approval of capital expenditure.

Charges for disposal of ship-generated waste have remained the same as in the previous rates and charges order, i.e., S.I. 439 of 2003.

This charge is mandatory on all vessels using a Fishery Harbour Centre whether or not they dispose of waste. The rates and charges order shows in Charge No 10, Schedule 2 that waste is charged for separately from other harbour charges and is based on a fixed rate according to a vessel's gross tonnage.

2. LEGISLATIVE SUMMARY

[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
- S.I. No. 550 of 2017: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2017
- 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
- S.I. No. 236 of 2018: Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2018

[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
- S.I. No. 393 of 2017: Sea Pollution (Control of Pollution by Noxious Liquid Substances in Bulk) (Amendment) Regulations 2017

[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
- S.I. No. 48 of 2017: Sea Pollution (Prevention of Air Pollution from Ships) (Amendment) Regulations 2017

[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
- S.I. No. 323 of 2020: European Union (Waste Directive) Regulations 2020

3. DEFINITION OF WASTES

Definitions are as contained in MARPOL 73/78

3.1 MARPOL ANNEXES

- Annex I Oily Wastes (Bilges, sludge, ballast, slops. Generally, what must be discharged and disposed of after oil changes)
- Annex II Noxious Liquid Substances Carried in Bulk (dirty ballast, slops, tank washings)
- Annex III Pollution by Harmful Substances Carried by Sea in Packaged Form
- Annex IV 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 Ros An Mhíl 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.

3.2 MARPOL Convention

The main international instrument covering prevention of pollution of the marine environment by ships from operational or accidental causes is generally known as MARPOL. It is an instrument of the International Maritime Organization (IMO).

It is a combinatory treaty which came about when the *International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL Convention)*, was adopted by the International Conference on Marine Pollution which was convened by the International Maritime Organization (IMO) from 8 October to 2 November 1973.
Protocol I (Provisions concerning reports on incidents involving Harmful Substances) and Protocol II (Arbitration) were adopted at the same Conference. This Convention was subsequently modified by the Protocol of 1978 relating thereto, which was adopted by the International Conference on Tanker Safety and Pollution Prevention convened by IMO from 6 to 17 February 1978, which was held in response to a spate of tanker accidents in 1976-1977. [Measures relating to tanker design and operation were also incorporated into a Protocol of 1978 relating to the International Convention for 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 used to be 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), and it entered into force on 2 October 1983 (for compulsory Annexes I and II).

At that stage, MARPOL had five technical annexes, each with its own set of regulations aimed at preventing and minimizing a particular form of pollution from ships - both accidental and operational pollution. However, the Protocol of 1997 added a sixth annex and the term 'MARPOL' is now the preferred term when referring to the combined instrument. These annexes are set out hereunder:

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
Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form.

Annex IV
Regulations for the Prevention of Pollution by Sewage from Ships.

Annex V
Regulations for the Prevention of Pollution by Garbage from Ships.

Annex VI
Regulations for the Prevention of Air Pollution from Ships.

These annexes are given effect by various statutory instruments as set out in the '*Legislative Summary*' section of this plan.

SECTION I

4. OUTLINE OF THE PROCESS UNDERTAKEN BY THE FISHERY HARBOUR CENTRE TO ACHIEVE LEGISLATIVE COMPLIANCE

4.1 CONSULTATION

Purpose

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

Objective

The Department of Agriculture, Food and the Marine and Ros An Mhíl FHC have taken their obligations seriously and have engaged in a consultation exercise with all links in the waste management chain in order to discuss and explain the implications of the Directive and the Statutory Instrument bringing it into effect nationally. The objective has been to initiate an exchange of information and to gain an understanding of the perspective of other parts of the waste management chain in order to devise a flexible and workable system.

To ensure the adequacy of the process, Ros An Mhíl FHC has consulted;

- fishermen
- fishing organisations
- harbour users
- waste contractors
- waste regulators
- central Government
- regional government

Process

All relevant members of the Ros an Mhíl FHC waste management chain were contacted by letter with some consultative meetings held in Dublin and locally.

Consultative Meeting

At a meeting held at DCMNR on 9 December 2002 it was agreed that there were two main objectives for establishing a workable system.

- The system should be both user and management friendly.
- It will also be a chargeable system with fishing vessels liable to pay to discharge under EU law.

Waste

Ship generated waste is now governed by Statutory Instrument No. 117 of 2003 and EU Directive 2000/59/EC, as amended. There are receptacles on the quayside for the disposal of:

- waste oil
- waste oil filters
- general mixed garbage
- batteries
- food waste and
- hazards.

The Department of Agriculture, Food and the Marine requires that all galley waste, no matter how produced or from whatever source, must go for supervised deep burial or incineration, as set out by that Department.

All the Fishery Harbour Centres concerned issued a notice in December 2002 to owners, agents, masters, skippers, and all harbour users regarding "Port Waste Management Reception Facilities". This notice outlined: -

- The new Regulations being introduced
- Details of waste definitions
- Implications of the new requirements
- Recycling proposals
- Current status of discussions
- How harbour users' views could be put forward.

DCMNR also briefed fishing organisations in February 2003.

Cargo Waste

At present two small landing craft type vessels transport general cargo to the Aran Islands as need be according to demand. There is a negligible amount of cargo waste generated as a result of these activities. Such waste usually consists of broken pallets and other dry waste and can be accommodated within the existing facilities.

4.2 Ongoing Consultation

In accordance with Annex 1 of Directive 2000/59/EC the consultation process undertaken will continue for the future. An annual meeting will be arranged with waste contractors to review operational requirements, address any identified weaknesses, implement enhanced services, and respond to changing requirements as Ros An Mhíl FHC develops. Issues arising from consultations with harbour users will also be addressed. There is a Harbour Users Development Group at Ros An Mhil FHC who will be invited to submit observations on the operation of the Waste Management Plan.

All elements in the waste management chain are invited to submit comments or observations on the operation of the waste management facility directly to the Harbour Master, Captain John C. Donnelly or to Mr. Liam O' Flaherty, SEA Fisheries Administration Division (SFAD). Comments can also be submitted via the Department of Agriculture, Food and the Marine website
(www.agriculture.gov.ie). An integral part of the consultation process will involve the annual review of reports of alleged inadequacy of Ros An Mhíl FHC waste facilities submitted on FORM RV Waste Management 2 (Annex II, Page 43).

SECTION II

5. THE FISHERY HARBOUR CENTRE WASTE MANAGEMENT SYSTEM

5.1 INTRODUCTION

As central and regional government interface so closely with the fishery harbour environment, it is hoped that all measures as agreed within this plan to comply with Directive 2000/59/EC, as amended, and Statutory Instrument No. 117 of 2003, as amended, can be deemed to be appropriate for the five other Fishery Harbour Centres [Howth, Dunmore East, Castletownbere, Killybegs and An Daingean (Dingle)] to incorporate within their own plans. This will assist vessels visiting any of the Fishery Harbour Centres in using port waste reception facilities, which derive from a common base. The concept should also assist the audit process and collection of waste statistics to be conducted by the Department of Agriculture, Food and the Marine for onward transmission to the European Commission.

5.2 SCOPE

The scope of this plan covers all ships, including fishing vessels and recreational craft, irrespective of flag visiting or operating from Ros An Mhíl FHC.

6. PROCEDURES FOR THE USE OF HARBOUR WASTE RECEPTION FACILITIES

6.1 MANDATORY PROVISION

Ros An Mhíl FHC makes available the following system of port reception facilities for ship-generated wastes.

6.2 MANDATORY DISCHARGE

All vessels MUST discharge ship-generated waste before leaving Ros An Mhíl FHC unless it can be demonstrated that storage space for such waste is sufficient to store all waste generated between notification and the next port at which waste will be delivered. If retaining waste on board, a legitimate reason for not using the port reception facilities must be given. Failure to do so will result in detention in port until waste has been discharged.

In the latter case, if there is reason to believe that there is a risk of waste being discharged into the sea because adequate facilities are not available at the next port of call, or if that port of call is unknown, these will also be grounds for detention.

6.3 DEFINITION OF AN EXEMPT SHIP

Ships that meet the 3 criteria indicated below, may apply for an exemption from the port waste management system. Applications for exemptions must be made to Ros An Mhíl Fishery Harbour Centre and be approved by the Minister prior to an exemption being granted. 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

6.4 NOTIFICATION REQUIREMENT

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

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

6.5 NOTIFICATION MECHANISM

The notification checklist is to be completed by the Master and submitted to Ros An Mhíl 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 on page 25. Ros An Mhíl 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. The notification form "RV Waste Management 1" can be found at Annex 1 (Page 41) to this plan.

6.6 CHARGING SYSTEM

The EU Directive says that each vessel must contribute "significantly" to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use. To comply with the legislation Ros An Mhíl FHC will continue to facilitate the disposal of waste on a non-profit basis.

Section 9.2 of the European Communities (Port Reception Facilities for Ship Generated Waste and Cargo Residues) Regulations 2003 (S.I. No. 117 of 2003) states that where waste reception facilities are provided at a Fishery Harbour Centre, the Minister shall specify the fees payable by ships using the facility.

Current charges are as per S.I. No 214 of 2012 - Fishery Harbour Centres (Rates & Charges) Order 2012.

Disposal of ship generated waste (mandatory on all vessels operating from Ros An Mhíl FHC, regardless of whether waste facilities are used.)
Charge No 10, Schedule 2

(a) Less than 10 GT	-	€20 per month
(b) 10 or more GT	-	€40 per month
(c) 20 or more GT	-	€60 per month
(d) 30 or more GT	-	€80 per month
(e) 100 or more GT	-	€100 per month

(1) Pleasure Craft	-	€2 per meter per night
(2) Passenger vessels	-	€17 per entry

(1 & 2) This fee includes waste disposal fee

Note: The mandatory charges are to remove any incentive to dispose of waste at sea. The charges are monthly and currently do not relate to quantity of waste thus removing any incentive to under report quantities of waste being delivered to Ros An Mhíl FHC.

The two companies with responsibility for waste removal are: -

Walsh Waste
Kilchreest
Loughrea
Co. Galway
Waste Collection Permit NWCPO-08-03584-07
ICW Licence No M16/2013 (Extended to 29 FEB 2024)

Enva Ireland Ltd.
Clonminam Industrial Estate
Portlaise
Co. Laois
Waste Collection Permit CW030
NWCPO-13-11193-06 Extended 20/01/2025

7. TYPE AND CAPACITY OF FACILITIES

7.1 PURPOSE

To provide facilities which are suitable for the types and amounts of waste, which should be received in Ros an Mhíl FHC.

7.2 ANALYSIS OF REQUIREMENTS Ros an Mhíl FHC WASTE FACILITIES

An analysis was conducted to assemble information to allow Ros An Mhíl FHC to assess what specific facilities should be provided.

Based on the past history of waste collection at Ros an Mhíl FHC and the many consultations with local users, waste collectors and the local authority, it was considered that one large harbour waste facility would be adequate to deal with existing waste requirements. This waste mostly consists of: -

- General mixed waste (not recyclable)
- Compostable i.e. galley waste
- Glass bottles, jars, and cans (Recyclables)
- Used lubricating oil and other oil waste including waste oil filters.
- Oily Rags
- Waste Batteries
- Worn out fishing gear.

For the year 2019 an analysis of waste collection services revealed that there was an average of 4 or 5 collections of waste (other than waste oil) each month. Collections usually occur on a weekly basis. Each collection involved the lifting of varying numbers of full skips. Skips are only lifted if full or almost full as additional collections can be arranged if required. A tabular summary of waste collection requirements during 2019 is set out at Annex IV and a summary of waste oil collection requirements is set out at Annex V.

The main users of the Ros An Mhíl FHC are the Ros An Mhíl fishing fleet, the passenger ferries, two cargo vessels, passenger boats and pleasure craft. There are currently 3-6 pelagic trawlers, 30 demersal trawlers, 6 half decker's or smaller 7 passenger ferries, 6 passenger boats and 100 pleasure craft regularly using Ros An Mhíl FHC.

7.3 WASTE RECEPTION FACILITY

The waste reception facility was designed to provide facilities that are suitable for the types and amounts of waste, which should be received in the harbour. Ros an Mhíl FHC waste facility comprises of one large, fenced area, with 2 X 2500 litre bunded waste oil tanks in a secure area (see plan Page 29). The area of the large compound is 147 m^2 and the oil waste reception tank is contained in a sealed off area.

Harbour users such as fishing vessel skippers and marina users etc. have access into the waste compound via swipe fob access.

The waste reception facility/compound contains separate skips for: -

- Ships Garbage
- Ships Swill
- General Harbour Garbage
- Batteries and other hazardous materials
- Oily rags
- Oil filters and
- 2 x 2,500-litre bunded tanks for waste oil and a number of 45gallon waste oil drums.

Ros An Mhíl FHC Waste Reception Facility	
Receptacles	Collection
1 x 12.00 C.Y. Skip for general waste (public &Harbour)	Weekly/As required
1 x 12.00 C.Y. Skip for general waste (vessels)	Weekly/As required
1 x 12.00 C.Y. Skip for FFL waste (Fishing for litter	As required
1 x 12.00 C.Y. Skip for Galley Waste/Swill	As required
3 x 500 Kg Container for oily rags and filters	As required
1 x 500 Kg Container for batteries and hazardous materials	As required
2 x 2,500 litre bunded tanks for waste oil	As required

Skips and containers will be collected when full or as required, on arrangement with the local waste contractors. The Harbour Workers who have been appointed as Authorised Officers to enable them to exercise their functions as stated in the port waste regulations are Mr. Peadar O, Brien and Mr. Paraic Mullen. They have responsibility for arrangements regarding collection of waste with the local waste contractors.

Location

The location of the Waste Reception Facility at the north end of number one pier in the harbour can be seen on the harbour map on page 28 of this plan. A diagram of the facility is available on page 29.

Pre-treatment Facilities

Presently no pre-treatment facilities for waste are provided. However, should such requirements be identified during the consultation process they will be provided, where feasible.

8. LOCATION AND EASE OF USE

8.1 PURPOSE

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

8.2 ACCESS PROVISIONS

Vessels using Ros an Mhíl FHC are obliged by Harbour Notice No 2 of 2004 and 1 of 2018 (Re: Ship Generated Waste (Garbage) Fishing Vessels and others) to have any waste for collection properly bagged and labelled with the vessel's name, port, registration number and date. During harbour working hours waste can be collected by prior notice given to the Harbour Master's Office by fax, email, telephone or V.H.F. radio. Where relevant the

"Notification of Discharge of Waste" (Form RV Waste Management 1) must also be completed. Harbour office working hours are 08.30 to 17.00 Monday to Friday.

Outside of these hours the waste must be deposited in the holding area within the waste compound (See plan on Page 29) by using the swipe card, which is issued to each individual boat's crew to enter the holding area. CCTV also covers this entrance and records are stored on CD for up to one month. The area is strictly monitored, and any management difficulties can be quickly addressed. For foreign fishing vessels using Ros an Mhíl FHC their agents ashore must furnish the Harbour Master's Office 24 hrs in advance or as soon as practical with details of their waste and arrangements will be put in place for collection.

As indicated, the facility is based at No. 1 pier locked and fenced off being inaccessible to the general public. This compound caters for boats ranging from small inshore boats to large fishing vessels. There is also significant passenger ferry traffic using the port.

9. GIVING EFFECTIVE INFORMATION TO USERS

9.1 PURPOSE

As with the consultation exercise, to ensure that all mariners are aware of the location, cost, and procedures for using the facilities, and of the consultation arrangements for future development of adequate facilities within the port.

9.2 SYSTEM

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

For Merchant Vessels Twenty-four hours before arrival the vessel should be instructed by the agent to complete the "Notification of Discharge of Waste" checklist. The notification form "RV Waste Management 1" can be found at Annex 1 to this plan on page 41. Merchant vessel entry and use of Ros an Mhíl is not a common practice in this Fishery Harbour Centre.

Following the completion of the "Notification of Discharge of Waste" checklist, the Harbour Master will liaise with the nominated waste contractor, if necessary. Ros An Mhíl FHC employees will collect the waste from the vessel by vehicle/truck, using colour-coded carrier bags to ensure segregation of the waste and a system of "luggage tags" to identify the vessel.

The system will be publicised through the agents and all parts of the waste management chain will have copies of this plan and an accompanying Contact Directory (with an amendment and update procedure). The plan will be made available via the Department's website at www.agriculture.gov.ie and the Harbour Master's Office.

Separation/Segregation

Ros An Mhíl FHC must differentiate between vessel waste and public waste in order to comply with its legal obligations. Public waste has to be the responsibility of the competent local authority and an explanatory letter has been issued to the local authority with a copy of the Waste Plan. It is anticipated that ongoing contact with the local authority will facilitate any arrangements required with respect to public waste.

9.3 COMMUNICATION TO HARBOUR USERS

The new system has been **communicated** to harbour users by the notices at pages 30 to 40 of this plan which will be published in magazines read by the fishing organisations and their members in due course. It will also be available from the Harbour Master's Office and the Department's website.

10. DUTY OF CARE - WASTE TRANSFER - WASTE DISPOSAL

10.1 PURPOSE

To instil an understanding of responsibilities within the waste management chain and establish a transparent and meaningful audit trail of waste disposal activities.

10.2 SYSTEM

Reception and storage are the key elements to the successful management of port waste reception facilities. An overriding principle is that the fishing ports will under no circumstances entertain the use of common user skips.

Improper disposal of waste classified as "Special" or "Hazardous" into common user skips can render the fishing ports liable to prosecution for breach of Irish legislation without having recourse to a traceable waste producer, *i.e.*, the vessel concerned.

The use of a waste transfer system and a transparent audit trail of waste producers are deemed to counteract the likelihood of a breach of the Regulations. Waste leaving Ros An Mhíl FHC will be weighed and recorded by the waste contractor to facilitate monitoring of the amounts of waste deposited and disposed of. A record of this information will be retained at the Harbour Master's Office. The waste contractor should also get receipts for waste deposited at landfill or recycling centres to further enhance the audit system. The retention of the notification of discharge of waste checklist "RV Waste Management 1" and other relevant records for a period of 3 years will facilitate the maintenance of an appropriate and effective audit trail.

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

11. GRIEVANCE AND REPORTING PROCEDURE

11.1 PURPOSE

To implement requirements Annex 1 of Directive 2000/59/EC and establish transparent and user-friendly complaint mechanisms that can help advise future consideration of harbour waste facilities.

11.2 COMPLAINTS

The Harbour Master has overall responsibility for implementation of the "Ros An Mhíl Fishery Harbour Centre Waste Management Plan". All complaints should be made to the Harbour Master immediately a problem arises. Such complaints may be made verbally or on the prescribed report form, but, if the former, must be supported by the completed report form "Report or Complaint of Alleged Inadequacy of Ros an Mhíl FHC Waste Reception

Facilities (Form RV Waste Management 2)" at the earliest possible opportunity to facilitate resolution. The complainant should specify in as much detail as possible the difficulties encountered and outline any perceived inadequacies of the harbour waste reception facilities.

The report form RV Waste Management 2 at Annex 2 should be completed.

Article 12(f) of Directive 2000/59/EC requires that Member States shall ensure that the European Commission is provided with a copy of any allegations of inadequate port reception facilities. The Harbour Master will forward all such reports to the ***Maritime Safety Policy Division, Department of Transport*** and a copy to the Sea Fisheries Administration Division at the Department of Agriculture, Food and the Marine (DAFM).

12. AUDIT AND REVIEW

12.1 PURPOSE

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

12.2 COMPLIANCE AND MONITORING

Spot checks will be undertaken on vessels deemed unlikely to use the facilities, and the National Competent Authority will, as required, ensure that there will be an inspection of a fixed proportion of vessels (25%) using Ros An Mhíl FHC. Vessel logbooks of all waste generated during a voyage, plus disposal data, will form part of the inspection.

12.3 NON-COMPLIANCE

When there is clear evidence that a ship has proceeded to sea without having complied with the requirements for the delivery of ship generated waste or cargo residues, the competent authority of the next port of call (where known) will be informed thereof. Such a ship shall, without prejudice to the application of the penalties referred to in Article 13 of the Directive, not be permitted to leave that port until a more detailed assessment of factors relating to the ship's compliance with the Directive, such as the accuracy of any information provided in accordance with Article 6 (Notification Requirement), has taken place.

SECTION III

CONTACT DIRECTORY

Ros An Mhíl FISHERY HARBOUR CENTRE

Users, Contractors, Regulators, Government agencies

Tony Mc Inerney, Senior Executive Engineer, Enforcement Section, Galway County Council, County Hall, Prospect Hill, Galway.	Ph: 091 - 476402 Fax: 091 - 769590 E-mail: enviroment@galwaycoco.ie
Capt. Martin Mylotte, Harbour Master, Ros An Mhíl Fishery Harbour Centre, Ros An Mhíl, Co Galway.	Ph: 091 – 560506/507 Mobile: 087 2258469 E-mail: martin.mylotte@agriculture.gov.ie
Peadar O'Brien, Harbour Worker/Authorised Officer, Ros An Mhíl Fishery Harbour Centre, Ros An Mhíl, Co Galway.	Ph: 091 - 572536 Mobile: 087 - 7656338
Eithne Gore/Joe Kennedy Maritime Safety Policy Division Department of Transport, Leeson Lane, Dublin 2, D02 TR60	Ph: 01 6783422/6783461 Email: shipsourcepollutionprevention@transport.gov.ie Website: https://www.gov.ie/en/organisation/department-of-transport/
Mr. Michael O' Brien, Superintending Veterinary	Ph: 091 – 507633 Fax 091 – 744309 Mobile: 086 - 8317807

Inspector, Dept. of Agriculture Food and the Marine, District Veterinary Office, Áras an tSaile, Lakeshore Drive, Renmore, Galway.	Email: michael.obrien@agriculture.gov.ie VETERINARY INSPECTOR ON DUTY Ph: 091 - 507661
Mr. Liam O' Flaherty Sea Fisheries Administration, National Seafood Centre, Department of Agriculture Food and the Marine, An Cloichín, Cloch Na Coillte, Co. Cork.	Ph: 023 - 8859506 Fax: 023 - 8821780 Email: liam.oflaherty@agriculture.gov.ie
Mr. Seamus Ryan, Maritime Services Division, Irish Maritime Administration, Department of Transport, Tourism & Sport, Leeson Lane, Dublin 2.	Ph: 01 – 604 1223 Fax: 01 – 678 3419 Email: seamusryan@dttas.ie Website: www.dttas.ie
Gerard Walsh, Walsh Waste, Kilchreest, Loughrea, Co. Galway.	Ph: 091 - 840840 Fax: 091 -840841 Email: info@walshwaste.com Web: www.walshwaste.com

The Director, Enva Ireland Ltd., Clonminam Industrial Estate, Portlaoise, Co. Laois.	Ph: 0502 - 8678600 Fax: 00502 - 8678699 Email: portlaoise@enva.ie Web: http://www.enva.ie
Environmental Protection Agency, Regional Inspectorate, John Moore Road, Castlebar, Co. Mayo.	Ph: 094 - 9048400 Fax: 094 - 9021934 Email: info@epa.ie Web: www.epa.ie

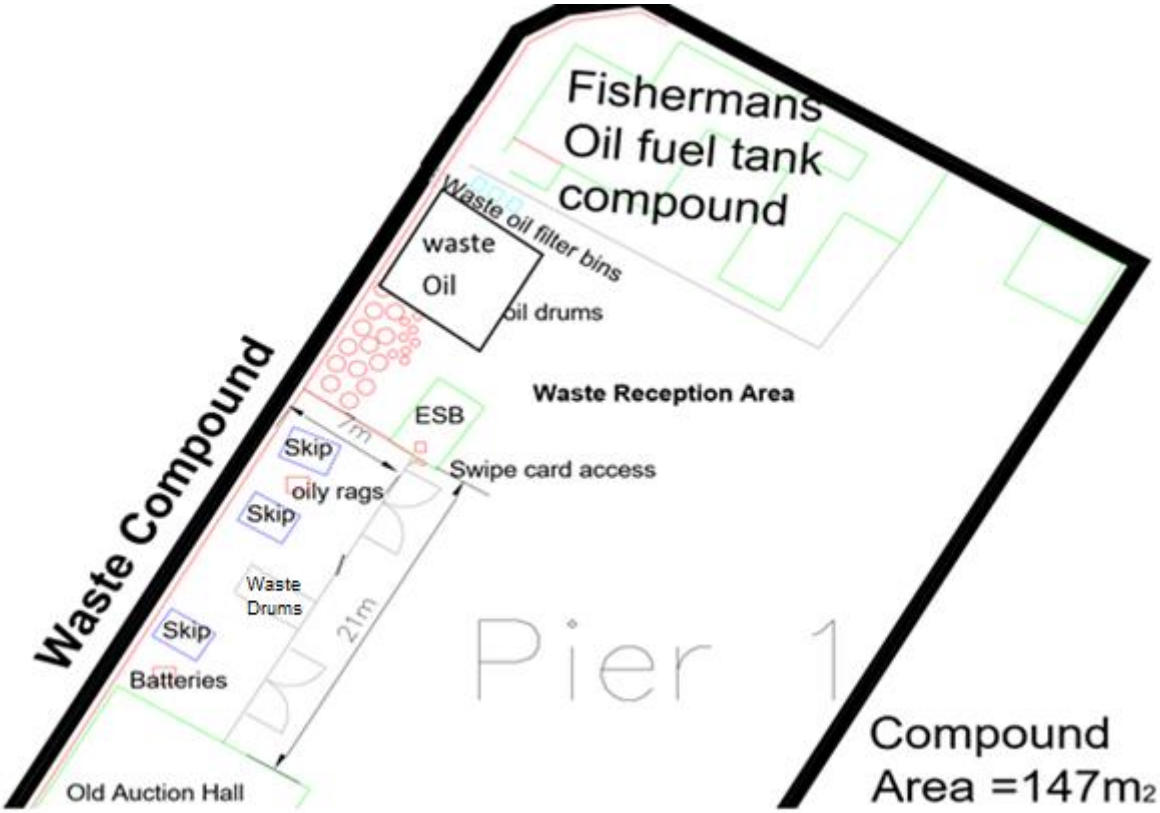
Ros An Mhíl Fishery Harbour Centre

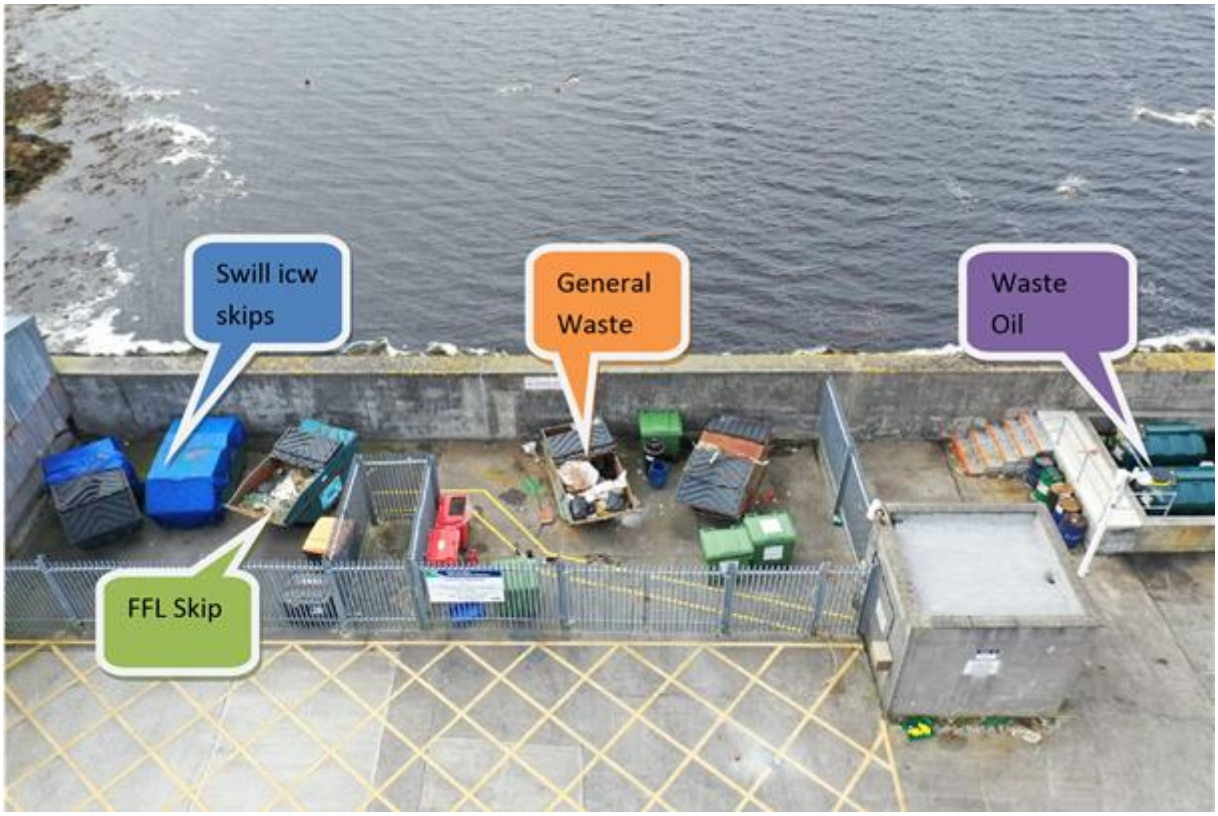
New Development 2018

(Small Craft Harbour Phase 2) Photo/Map

Ros An Mhíl Fishery Harbour Centre

Waste Reception Facility Diagram





Owners, Masters, Skippers, Agents and All Harbour Users

HARBOUR NOTICE NO. 2 OF 2004

RE: Ship-Generated Waste (Garbage) Fishing Vessels and Others.

Previous harbour notice No. 6 of 2002 outlined at the time proposed new regulations with respect to handling, reception, and delivery of ship-generated wastes (garbage).

The new regulations have since been brought into force with effect from March 2003 (S.I. 117 of 2003)

The passenger ferry operators at Ros An Mhíl are complying with the new requirements and all other vessels will be expected to comply by an implementation date of 1st July 2004.

An improved system of dealing with vessels garbage will come into effect from this date and the requirements will be mandatory for all vessels, skippers, owners, and agents. The following outlines how each vessel will be expected to comply:

- It is an important part of the overall waste management process that waste from a vessel is delivered ashore in acceptable bags, containers and /or receptacles that have been made secure and labelled with:

  1. The vessels name.
  2. Port and registration number.
  3. Date and delivery to harbour waste reception facilities.

- Keep all galley waste (swill) in strong red coloured bags, secure and label bags and only dispose of them in the designated holding place ashore where it will be transferred to waste skips/receptacles.
- Waste oil must be delivered in sealed drums and labelled.
- Waste oil filters and oily rags must be delivered separately in a secure blue bag or box that does not leak and be labelled. Skippers should make use of oil waste filter bins situated at the waste reception facility.
- Hazards such as batteries, empty paint tins etc. must be delivered separately and labelled.
- Worn out fishing gear will be taken from each vessel upon notification to Harbour Master or Harbour Staff.
- All other wastes, for the time being, can be put into strong black bags, secured, and labelled (Name of boat, port and registration number and date for delivery ashore)

Ships waste should then be ready for coming ashore to be received by the Harbour authority's port reception facilities.

All skippers, owners, agent's etc. will initially receive waste bags, labels, and a swipe card from the Harbour Master for opening the garbage storage compound at the No 1 Pier, which is beside the oil storage tanks. (Vessels that have swipe cards for use in BIM Ice Plants will be able to use these cards, as they will be compatible with the harbour waste entry system).

Ship generated waste/garbage (properly packed and labelled) can then be left inside the compound but should not be put into a skip at this point in time as harbour staff will do this later. The compound should be locked/closed again after the delivery of ships waste. **Only ships waste is to be left at the compound – it is an offence to leave other wastes i.e. domestic, household waste, etc.**

A vessels crew are expected to deliver a vessels garbage to the garbage compound at No 1 pier **at all times**, however a vessels garbage may be collected by harbour staff on request during office hours 09:00 hrs to 17:00 hrs Monday to Friday.

At all times: The responsibility for ensuring proper delivery of ships waste to the harbour reception facilities lies with the skipper or vessel operator. (The regulations state that garbage should be delivered before sailing).

Harbour staff may at times outside of office hours oblige by assisting with delivery to the garbage compound depending upon request received.

Smaller vessels such as passenger boats, half deckers, yachts etc. will be expected to deliver their individual ships waste to harbour staff. These procedures are the only authorised methods for the handling, delivery and reception of ship generated waste at Ros An Mhíl Harbour.

Under no circumstances is ships waste (garbage) of any kind to be left on the quay for collection unless the Harbour Master for whatever reason has given express permission.

From 1 July 2004 any skipper, owner, or agent responsible for the delivery of ship generated waste will be expected to follow the above procedures. Failure to comply will be deemed an offence, which can have very severe and expensive consequences! All harbour users should be aware that stiff new penalties are now in force and will be applied to offenders. Remember the internationally recognised maxim "POLLUTER PAYS"

These are interim measures used to commence a process, which subject to changes from time to time in order to fully implement the European Communities (Port Reception Facilities for Ship Generated Waste and Cargo Residues) Regulations 2003 (S.I. 117 of 2003) and other National Regulations pertaining to waste disposal.

Captain John C. Donnelly, Harbour Master

Ros An Mhíl FHC 23/06/04

Owners, Masters, Skippers, Agents and All Harbour Users

HARBOUR NOTICE No. 3 of 2004

Re: Litter Pollution Within Ros An Mhíl Harbour

Under the Litter Pollution Act of 1997 and Harbour Regulations it is an offence to cause littering by depositing any substance or object so as to create litter in a public place or in any place that is visible to any extent from a public place.

A public place means any place to which the public has access whether as of right or by permission and whether subject to or free of charge, thus the piers, car parks and roadways etc. of Ros An Mhíl Harbour are defined as public places.

All harbour users are reminded of their obligation to prevent litter and littering in and around the harbour jurisdiction.

Black bags and others containing garbage, food wastes, cardboard cartons etc. left on the quays or roadways is defined as litter and the producer of this litter, in keeping with the **POLLUTER PAYS** principal shall suffer the consequences of their neglect!

Skippers in particular are reminded of their responsibility when repairing nets and fishing gear on the quays or roadways to pick up the deposits left behind such as small pieces of rope and net etc. as these are defined as litter.

Previously harbour staff swept up the mess whilst the person responsible for the litter walked away. Harbour staff will continue to keep the harbour neat and tidy. However, those responsible for creating litter will have to take responsibility for their actions.

POLLUTERS WHO LITTER PLEASE NOTE – YOU HAVE BEEN WARNED – KEEP ROS AN MHÍL HARBOUR TIDY!

Captain John Donnelly

Harbour Master

Ros An Mhíl FHC

30/06/04

Owners, Masters, Skippers, Agents and All Harbour Users

HARBOUR NOTICE No. 4 of 2004

Waste from Out-of-Service Ships/Vessels

The provision of port waste reception is provided to facilitate operational ships with a relatively easy yet comprehensive and lawful way of disposing of ships garbage.

This is to reduce discharges of ship-generated waste and cargo residues into the sea especially illegal discharges.

Obviously, this applies to seagoing vessels that are operational and in service.

Waste from vessels that are laid up for whatever reason, even for a short period of time, is not ship-generated waste and therefore may be treated separately by the port.

Such waste may be accepted through the port waste reception facilities. However, this will be on a case-by-case basis once a request has been received by the operator of the vessel that has generated the waste.

Extra handling charges may accrue and waste that is not acceptable for disposal by the ports waste disposal contractor will not be accepted.

In such instances, including where a vessel carries out a refit, dry-dock or large-scale maintenance the vessels owners/operators will be expected to make arrangements with an authorised waste disposal contractor for the removal and disposal of this waste.

At no time is waste/garbage etc. to be left on the quays except where immediate collection has been arranged.

Should the port have to remove waste under these circumstances the person/s responsible for producing the waste may be subject to fees, fines, and possible prosecutions.

_____

Captain John C. Donnelly

Harbour Master

Ros An Mhíl FHC

30/06/04

Owners, Masters, Skippers, Agents and All Harbour Users

HARBOUR NOTICE No. 7 of 2004

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.

Capt. John Donnelly, Harbour Master in Ros An Mhíl , who is implementing port waste reception facilities in accordance with the regulations states that 'These regulations mean that we are going to have to do things differently and change our existing thinking on how we handle and dispose of our waste. It is time that we become more responsible for our waste and face up to the reality that, globally, almost 6 million tons of ship generated waste, gear and cargo are thrown overboard annually and this is doing irreparable damage to our marine environment.'

BIM have produced a poster that illustrates just how long it takes some ship borne waste to break down in the marine environment. Items which can be found in a typical rubbish bag, including drink cans, plastic bottles, beer can holders, can take up to 450 years to disappear while fishing equipment such as nets, ropes and buoys can take anywhere from a number of months to 600 years to disintegrate. These items cause mayhem to marine life and the surrounding environment. Many marine animals (including target fish species) die as a result of becoming entangled in or ingesting discarded plastic packing straps, netting, monofilament line, nylon rope, plastic, bait holders and foam items. It is estimated that plastics alone kill one million birds and 100,000 marine mammals and turtles annually. Apart from the damage caused to the environment, waste also has economic impacts. Some of the obvious include the cost of cleaning up beaches, piers and other public places that get littered daily from waste washed ashore. However less obvious impacts are the effect that waste can have on commercial fisheries through gear due to fouling; fouled propellers or loss of catch due to ghost-net fishing. In the US alone an estimated $250 million in marketable lobster is lost each year from ghost fishing!

In accordance with the new mandatory regulations, improved waste facilities are now being put in place in harbours around the coast, including the 5 Fishery Harbour Centres (Killybegs, Ros An Mhíl, Castletownbere, Dunmore East and Howth).

Ros An Mhíl FHC and Killybegs FHC have been chosen to spearhead this new approach to waste management and the facilities available at the harbours will include a compound for reception of all ship generated waste with waste skips/receptacles, tanks for waste oil, bins for waste oil filters and hazardous waste receptacles (such as paint

tins, oily rags, batteries etc.). All of these facilities will be readily accessed through a simple 'always-available' swipe card entry system similar to that already in use in BIM's ice-plant network. This approach is being introduced to the remaining Fishery Harbour Centres thus making for a standardised system.

BIM staff will be working with the Department of Communications, Marine and Natural Resources to provide information and assistance to fishermen.

What we need fishermen to do is to bring their vessel waste ashore and to do so in a way that meets with the requirements of the new legislation, which is now in place.

- While at sea keep all galley waste in strong bags in secure locations aboard and only dispose of it in designated holding places ashore where it will be transferred to waste skips/ receptacles.
- When changing oil, ensure that you have adequate containers to hold the waste oil and waste oil filters 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 the same as all ship's garbage i.e. with 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:

  - ✓ The vessel's name
  - ✓ Date of delivery

While these measures are already in place in Ros An Mhíl FHC, the new requirements will 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.

For further information on these and other facilities, please do not hesitate to contact Captain John C. Donnelly Harbour Master at Ros An Mhíl FHC, or any of the other Fishery Harbour Centre Harbour Masters or the Department of Communications, Marine and Natural Resources.

Owners, Agents, Skippers, Masters and Harbour Users

HARBOUR NOTICE No. 1 of 2008

Re: Ship-Generated Waste (Garbage) Fishing Vessels and Others

It is an important part of the overall waste management process that a waste from a vessel is delivered ashore in acceptable bags, containers and/or receptacles that have been made secure and labelled with:

1. The vessels name.
2. Port and registration number.
3. Date of delivery to harbour waste reception facilities.

Ships waste should then be ready for coming ashore to be received by the harbour authorities port reception facilities. Bags and labels are supplied by harbour staff free of charge.

Ship-generated waste/garbage (properly packed and labelled) can then be left inside the compound but should not be put into a skip at this point in time as harbour staff will do this later. The compound should be locked/closed again after the delivery.

Oil, oil filters, oily rags, and hazards such as batteries, paint tins etc. should be delivered to the reception area at no. 1 pier.

A vessels crew are expected to deliver a vessels garbage to the garbage compound at No. 1 pier **at all times** however a vessels garbage may be collected by harbour staff on request during office hours 0900 hrs to 1700 hrs Monday to Friday.

The responsibility for ensuring proper delivery of ships waste to the harbour reception facilities lies with the skipper or vessel operator at all times.

Harbour staff may at times outside of office hours oblige by assisting with delivery to the garbage compound depending upon request received.

Smaller vessels such as passenger boats, half deckers, yachts etc. will be expected to deliver their individual ships waste to harbour staff.

The above procedures are the only authorised methods for the handling, delivery, and reception of ship-generated waste at Ros An Mhíl Harbour.

Ships waste (garbage) of any kind must not be left on the quay for collection (especially the fish landing berths), unless the Harbour Master for whatever reason has given express permission.

Black bags and others containing garbage, food wastes, cardboard cartons etc. left on the quays or roadways is defined as litter and the producer of this litter, in keeping with the **POLLUTER PAYS** principal shall suffer the consequences of their neglect!

In addition, Skippers in particular are reminded of their responsibility when repairing nets and fishing gear on the quays or roadways to pick up the deposits left behind such as small pieces of rope and net etc. as these are also defined as litter.

Failure to comply will be deemed an offence, which can have very severe and expensive consequences!

Polluters Who Litter Please Note - You Have Been Warned – Keep Ros A' Mhíl Harbour Tidy!

_____

Captain John C. Donnelly

Harbour Master

Ros A' Mhíl FHC

26/05/08

Harbour Notice No. 1 of 2018

Garbage from Fishing Vessels.

There is a well tried and tested system in place for disposal and reception of ships garbage within the Fishery Harbour Centre (see Harbour Notice No 6 of 2012 Ship-Generated Waste {Garbage} Fishing Vessels and Others).

General rules regarding port reception of garbage from boats:

Boats garbage can be delivered directly to the secure garbage compound on No 1 pier by fishermen 24 x 7 x 365. This garbage is to be **left inside** the garbage compound and under no circumstances is it to be left outside of the compound. Waste oil and oil filters in suitable secure containers/barrels can be delivered to the oily waste reception area of the waste compound. Alternatively, during normal port working hours boats garbage will be collected by harbour staff directly from the boat when alongside at the **skippers/crew request.**

Presently the requirement is that skippers/crew are to ensure that vessels garbage is put into strong black bags that are closed and secured tightly. Oil, oil filters, oily rags etc. to be delivered in secure containers (200 or 25 litres) or suitable boxes **not put into black bags!**

It is **not acceptable** for ships garbage to be left on any of the piers unattended. Recently some boats crews have left black garbage bags, leaking oil containers and other fishing boats garbage on the quay wall and outside of the garbage compound, which has resulted in the contents being spilled all over the pier. Skippers and Crew are reminded that in addition to the above they are to clean up the pier after them when repairing nets and fishing gear on the pier.

Littering is totally unacceptable, and skippers and crew are advised that a **Zero Tolerance Regime** will be adopted to stamp out this disgusting habit. Recently it has gotten out of hand with birds and vermin pulling open black bags set down on the piers.

You are advised that under the **Polluter Pays** concept some of the measures at my disposal consist of fining offenders (boat owner/operator/skipper) **€500 plus the full cost of clean-up and disposal for each offence.**

_____

Captain John C. Donnelly

Harbour Master

23/04/2018

ANNEX I

FORM RV WASTE MANAGEMENT 1
NOTIFICATION OF DISCHARGE OF WASTE CHECKLIST.

INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE

PORT OF

_____

(Port of destination as referred to in Article 6 of Directive 2000/59/EC)

1. Name, call sign and, where appropriate, IMO identification number of the ship:

2. Flag State:

3. Estimated time of arrival (ETA):

4. Estimated time of departure (ETD):

5. Previous port call:

6. Next port of call:

7. Last port and date when ship-generated waste was delivered:

8. Are you delivering (tick appropriate box):

   all☐ some☐ none☐

   of your waste into the port reception facilities?

9. Type and amount of waste and residues to be delivered and/or remaining on board, and percentage of maximum storage capacity:

Note: If delivering all waste, complete second column as appropriate.
If delivering some or no waste, complete all columns.

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
Waste oils					
Sludge					
Bilge water					
Others (specify)					
Garbage					
Food waste					
Plastic					
Other					
Sewage (1)					
Cargo-associated waste (2) **(specify)**					
Cargo residues (2) **(specify)**					

(1) Sewage may be discharged at sea in accordance with Regulation 11 of Annex IV of Marpol 73/78. The corresponding boxes do not need to be completed if it is the intention to make an authorised discharge at sea.

(2) May be estimates.

Notes

1. This information may be used for port State control and other inspection purposes.

2. 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.

I confirm that:

(a) the above details are accurate and correct, and

(b) 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 .....

Signature .....

ANNEX II

FORM RV WASTE MANAGEMENT 2

REPORT OR COMPLAINT OF ALLEGED INADEQUACY OF HARBOUR WASTE RECEPTION FACILITIES.

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 the 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[2]: _____

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 the fifty-third session of the Marine Environment Protection Committee in July 2005.

[2] In accordance with the IMO ship identification number scheme adopted by the Organization by Assembly resolution A.600(15).

[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[3] residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Sewage			
MARPOL Annex V-related Type of garbage:			
Plastic			
Floating dunnage, lining, or packing materials			
Ground paper products, rags, glass, metal, bottles, crockery, etc.			
Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.			
Food waste			
Incinerator, ash			
Other (please specify …….)			

[3] 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 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)

ANNEX III

FORM RV WASTE MANAGEMENT 3

RECEIPT FOR GARBAGE/REFUSE AT HARBOUR WASTE RECEPTION FACILITIES.

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered waste.
This form should be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB.

1. RECEPTION FACILITY AND PORT PARTICULARS

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

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 ☐ Other cargo ship	☐ Cheical tanker ☐ Passenger ship ☐ Bulk carrier ☐ Ro-ro ☐ Container ☐ 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: ……

1 Indicate the proper shipping name of the NLS involved.
2 Indicate the proper shipping name of the dry cargo.

ANNEX IV

An analysis of waste for the years in question indicated that most of the waste material related to general garbage due to an amount of cross contamination.

The remaining consisted of waste oil, batteries, oily rags, and oil filters. Arising from this analysis it is considered that the present waste reception facilities at Ros An Mhíl FHC are more than adequate for current needs.

Ros An Mhíl Fishery Harbour Centre Waste Battery Summary 2019		
Date	Quantity	Cost €
22/07/19	1 Battery Box	0.0

Ros An Mhíl Fishery Harbour Centre Waste Summary 2019

Date	Description	Quantity	Unit cost €	Monthly Total €
07/01/19	Skip Collection	0.840		
14/01/19	“	1.16		
21/01/19	“	0.9		
28/01/19	“	0.96		€859.87
04/02/19	Skip Collection	1.24		
11/02/19		0.96		
18/02/19		1.36		
25/02/19		1.12		€786.06
04/03/19	Skip Collection	0.84		
11/03/19	“	1.36		
18/03/19	“	1.58		
25/03/19		1.16		
01/04/19	Skip Collection	1.13		€999.73
08/04/19		1.04		
15/04/19		1.38		
22/04/19		1.26		
29/04/19		1.04		€1229.59
06/05/19	Skip Collection	1.28		
13/05/19		1.24		
20 /05/19		1.06		
27/05/19		1.12		€968.65
03/06/19	Skip Collection	1.38		
10/06/19		1.16		
17/06/19		1.14		
24/06/19		1.18		€989.37

01/07/10	Skip Collection	0.78		
08/07/10		1.18		
15/07/19		1.22		
22/07/19		1.14		
29/07/19		1.08	(22,080) kg	€1149.46
05/08/19	Skip Collection	0.96		
12/08/19		0.80		
19/08/19		0.84		
26/08/19		0.98		€823.61
02/09/19	Skip Collection	1.12	1.12	
09/09/19		1.08		
16/09/19		0.98		
23/09/19		1.04		
30/09/19		1.02	3300	€1128.58
07/10/19	Skip Collection	0.88		
14/10/19		1.10		
21/10/19		0.96		
28/10/19		1.08	3740	€880.59
04/11/19	Skip Collection	0.92		
11/11/19		1.08		
18/11/10		1.18		
25/11/10		0.98	2530	€898.72
02/12/10	Skip Collection	1.38		
09/12/10		0.96		
12/12/10		0.82		
23/12/10		1.08	2350	
30/12/19		0.78		€1100.09
Total		**44,030kg**		**€ 11,814.32**

Note: Quantities denote individual skip collections. Each skip contains 12 C.Y. of waste when full. Total quantity of waste collected in 2019 was 44030KGs. Prices quoted exclude vat @ 23.0%.

An analysis of waste for the years in question indicated that most of the waste material related to general garbage due to an amount of cross contamination.

The remaining consisted of waste oil, batteries, oily rags, and oil filters. Arising from this analysis it is considered that the present waste reception facilities at Ros An Mhíl FHC are more than adequate for current needs.

ANNEX V

Ros An Mhíl Fishery Harbour Centre Waste Summary 2019

Ros An Mhíl Waste Oil summary 2019			
Date	**Description**	**Quantity in Litres**	**Total €**
10/6/2019	Oil	8250	€278.07
26/11/2019	Oil	6000	
25/3/2019	Oil Filters	4 Bins	€368.0
	Oily Rags	200	€132
	Plastic Oil Drums	4 Pallets	€345
12/06/2019	Plastic Oil Drums	3 Pallets	€345
	Hazardous Paint Cans	660	€201
	205 Litre empty steel oil drums	3 Pallets	€345
Total			**€2014.07**

Ros An Mhíl International Catering Waste summary 2019			
Date	**Description**	**Quantity**	**Total €**
18/3/2019	ICW	1.58	€ 1962.20
		1.40	
5/6/2019	ICW	1.10	€ 1770.40
		1.06	
Total			**€ 3732.60**

An analysis of waste oil statistics for recent years indicated that current waste oil reception facilities were adequate for the actual requirement in Ros An Mhíl FHC.

Of significance is the fact that the some of the larger vessels in Ros An Mhíl FHC individually employ contractors to service their vessels and engines. Such contracts usually involve the removal and disposal of waste oils. It is claimed that many of the newer vessels no longer produce the quantities of waste oil that had been usual.

ANNEX VI

DOCUMENT CONTROL PROCEDURES

Ros An Mhíl FHC (Harbour Master) has responsibility for control of the Ros An Mhíl 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.

Please acknowledge receipt of amendment notification by signing and dating as appropriate and returning to Ros An Mhíl FHC.

Issue No:1 Copy Number:1	Received By:	Date:

Details of Amendments:

NEW EDITION March 2013 (Captain Padraic O Toole)

Date	Remove Page	Insert Page	Inserted By	Date
04/05/2020		Updated	**Padraic O Toole**	04/05/2020
11/09/2020		Updated	**Padraic O Toole**	11/09/2020
18/05/2021		Updated	**Martin Mylotte**	18/05/2021