

## Drogheda Port Company Port Waste Management Plan

Personnel/Organisations will be issued an electronic copy of the Drogheda Port Company Waste Management Plan.

Amendments and revisions of the Drogheda Port Waste Management Plan will be issued periodically. All updates will result in a new electronic copy issue to the plan holders or CD issue by request.

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

<b>HOLDER</b>	<b>COPY NO.</b>
The Harbourmaster, Drogheda Port Company	1
Marine Safety Policy Division, Department of Transport	2 & 3
Marine Survey Office, Department of Transport	4
Veterinary Officer, District Veterinary Offices, Department of Agriculture Fisheries & Food, Drogheda, Co Louth	5
The Environment Officer, Louth County Council	6

The person responsible for the implementation of the plan is the Harbourmaster Drogheda Port Company.



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## **PREAMBLE**

### **AIMS AND OBJECTIVES**

The overall aim of this Port Waste Management Plan for Drogheda Port Company is to protect the marine environment by reducing discharges into the sea of ship-generated waste and cargo residues; to improve the availability and use of reception and re-cycling facilities and to strengthen the enforcement regime.

Its objectives are:

To reduce illegal discharge of waste from vessels

To fulfil legal duties with regard to waste management

To consult with users, agents, operators, contractors and regulators in the development and implementation of waste management strategies and measures

To minimise the production of waste wherever possible

To re-use or recycle waste wherever possible

To dispose of waste so as to minimise negative environmental effects

# 1. THE PORT

## OVERVIEW OF PORT ACTIVITIES

### 1.1 *Constitution*

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

Drogheda Port Company was established on 3 March 1997.

### 1.2 *Jurisdiction and Conservancy*

The jurisdiction or limits as defined in S.I. No. 238 of 2004 as follows:

the northern limit commencing at the north east angle of the bridge at Shop Street and running in an easterly direction along the North Quays to the eastern extremity of Donor's Green, from there along the Baltray Road to the village of Baltray, from there to Aleria Beacon and along the line of the high water mark bounding the eastern shores of the town land of Baltray and terminating at Duff's Farm, thence in a direction of 090degrees from true north for 5,380 metres, thence in a direction of 180 degrees from true north for 7,271 metres, and thence in a direction of 270 degrees from true north for 5,120metres to the southern limit of the town land of Bettystown, from there along the high water mark to the eastern shore of the town land of Mornington, from there along the high water mark to the maiden tower, from there in a westerly direction along the high water mark to the south east angle of the bridge at Shop street and running in a northerly direction along the east side of the said bridge to its north east angle.

### 1.3 *Facilities*

Drogheda Port is one of Ireland's premier multi modal ports with a recorded annual cargo throughput of up to 1.4m tonnes. The port is situated on the River Boyne on Ireland's east coast with direct access to both Dublin and Belfast on Euroroute E01. The port handles vessels up to 130mtrs length overall with cargos of containers, hydrocarbons, timber, steel, paper and bulk for construction and agricultural process.

The port is tidal and operates 24/7.

There are two public dock areas, inner dock Drogheda Port town quays (general cargoes) and Tom Roe's Point deep water terminal (containers, paper, timber, steel and bulk traffic).

An oil and liquid gas private jetty owned by Murflo and operated jointly by Flogas Ltd and Marsh Oil Product Ltd.

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Premier Periclase Ltd is a private facility exporting magnesite and cement in bulk.

The Fish Meal Quay owned by Department of Agriculture Fisheries and Food (DAFF) is used exclusively for the handling of IMGD Class 1 hazardous materials.

## 2. LEGISLATIVE SUMMARY (framework)

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

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

The specific requirements of the new Directive are that: -

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

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

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

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

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

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

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

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

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

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

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

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

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

## **2.7 Sea Pollution (Prevention of Oil Pollution) Regulations 2007** **[\[S.I. No. 788 of 2007\]](#)**

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

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

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

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

## **2.8 Sea Pollution (Prevention of Oil Pollution) (Amendment) Regulations 2008** **[\[S.I. No. 282 of 2008\]](#)**

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

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

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

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

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

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

Under the Regulations, ships are required to be surveyed, to carry an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, and to be maintained in accordance with that Certificate. Ships are also required to carry a Cargo Record Book in which to record operations involving cargoes of noxious liquid substances.

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

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

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

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

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

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

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

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

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

These Regulations amend the Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006 by providing that existing ships engaged in international voyages must comply, by 27 September, 2008, with the provisions of Annex IV of MARPOL 73/78.

**2.14 Sea Pollution (Prevention of Pollution by Garbage from Ships) Regulations 1994 [S.I. No. 45 of 1994]**

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

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

**2.15 Sea Pollution (Prevention of Pollution by Garbage from Ships) (Amendment) Regulations, 1997 [[S.I. No. 516 of 1997](#)]**

These Regulations provide for amendments to the Sea Pollution (Prevention of Pollution by Garbage from Ships) Regulations, 1994 ([S.I. No. 45 of 1994](#)), which give effect to Annex V of MARPOL 73/78. Essentially, they are concerned with port state control requirements and certain provisions relating to placards, garbage management plans and garbage record-keeping.

**2.16 Sea Pollution (Prevention of Pollution by Garbage from Ships) (Amendment) Regulations 2006 [[S.I. No. 239 of 2006](#)]**

These Regulations insert a minor amendment to the Form of Garbage Record Book specified in Part I of the Second Schedule to the 1994 Regulations, as amended by the 1997 Regulations.

**2.17 Sea Pollution (Prevention of Air Pollution from Ships) Regulations 2007 [[S.I. No. 728 of 2007](#)]**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This Order provides for comprehensive control of swill as a protective measure against the introduction or spread of animal disease and to comply with certain provisions of EEC Directive 80/217 on the control of classical swine fever. It provides, in particular, for the registration of swill processing premises, for hygiene and construction standards in processing premises, the hygienic transport of swill and for the prohibition on feeding of unprocessed swill to animals and poultry.

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

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

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

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

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

### **3. DEFINITION OF WASTES**

*Use the definitions in MARPOL 73/78 Regulations*

#### **3.1 MARPOL ANNEXES**

■ **Annex I** Oily Wastes (bilges, sludge, ballast, slops).

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

■ **Annex III** Pollution by Harmful Substances Carried by Sea in Packaged Form.

■ **Annex IV** Prevention of Pollution by Sewage from Ships.

■ **Annex V** Garbage, which includes - hazardous waste, food waste, glass, metal, plastics, paper/cardboard, wood, paint tins, batteries.

■ **Annex VI** Prevention of Air Pollution from Ships.

The categories considered by Drogheda Port Company are Annexes I, II, IV and V, there being no general requirement for Annex III (such pollution would be dealt with by way of an isolated incident). Annex IV has been adopted and Drogheda Port can provide facilities by request from specialist contractors.

### **4. PROCESS UNDERTAKEN BY DROGHEDA PORT COMPANY TO ACHIEVE LEGISLATIVE COMPLIANCE**

#### **4.1 CONSULTATION**

##### ***Purpose***

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

##### ***Objective***

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

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To ensure the adequacy of the process, Drogheda Port Company has consulted

Ships' masters  
Ships' agents  
Waste contractors  
Waste regulators  
Central government  
Regional government

### ***Process***

Ships' masters have been consulted as part of the exercise to analyse types and quantities of wastes landed. This information has been obtained by questionnaires issued by Drogheda Port Company and through ships' agents as described in the appropriate paragraph below. Ships' Agents, Government agencies and waste contractors were contacted by letter rather than consultative meeting and a copy of the correspondence is available for inspection by the Department of Transport.

### ***On-going Liaison, Procedural Waste Collection Changes and Notification***

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

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

These include:

- Notification and guidance to Ships' Masters in publications such as the Drogheda Port Notices to Mariners and Drogheda Port website [www.droghedaport.ie](http://www.droghedaport.ie)
- Port liaison industry group meetings (Ports Forum) in line with government policy.
- Regular consultation and meetings with the regulatory bodies and licence renewals such as the Department of Agriculture Fisheries & Food and Department of Transport.
- On-going meetings and operational reviews with re-cycling contractors.
- Local level meetings and daily liaison with port operators and ship owner's representatives.
- Inter port discussions on waste handling within ports through the Harbourmaster Technical Sub-committee of the Irish Port Association.

## **5. STUDY OF WASTE HANDLING CHAIN**

Consultation has revealed that within the local region, the existing system of port waste management raises no concerns with Louth County Council as the landfill operator and local authority.

The Department of Agriculture Fisheries & Food has confirmed that Drogheda Port Company has a valid licence to remove and dispose of swill from Drogheda Port and has approved the receptacle used to transport waste for safe disposal. The Department of Transport has approved the current Waste Management Plan.

## **6. THE PORT WASTE MANAGEMENT SYSTEM**

### **6.1 INTRODUCTION**

Drogheda Port Company Waste Management Plan and system of handling has been complied to achieve compliance with the EU and domestic legislation.

The measures adopted are appropriate to the trade and waste handling requirements within the port jurisdiction, the activity is licenced and the wastes are received at a licence landfill facility.

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

The Waste Management Plan is available for inspection by all shipping interest and members of the public. The system is fully transparent.

Since the introduction of the Waste Management Plan and handling operations at Drogheda Port in 2003, no complaints have been received to date from ships Masters, port operators, DAFF veterinary officers or local authority reception facilities in respect of the port activities on waste.

## **7. PROCEDURES FOR THE USE OF THE PORT WASTE RECEPTION FACILITIES AT DROGHEDA PORT COMPANY**

### **7.1 *Mandatory Provision***

Drogheda Port Company makes available the following system of port reception facilities for ship generated waste.

### **7.2 *Mandatory Discharge***

All vessels (excluding fishing vessels and recreational craft) **MUST** discharge ship-generated waste before leaving Drogheda Port Company unless it can be demonstrated that storage space for such waste is sufficient. If retaining waste on-

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board, a legitimate reason for not using the port reception facilities must be given. Failure to do so may result in detention in port until waste has been discharged, after consultation with the Minister for Transport. The Marine Survey Office carries out inspections of ships in port to determine compliance.

Grounds for detention may also be considered 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.

### **7.3 Definition of an Exempt Ship**

Applications for exemptions from the Port Waste Management System must be made in writing to the Harbourmaster. They are not automatic. There are three grounds for the granting of an exemption and they must **ALL** be satisfied:

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

Currently there are not exempted ships operating to/from Drogheda Port.

### **7.4 Notification Requirement**

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

Name/call sign/IMO number

Flag state

ETA/ETD

Previous/next port of call

Last port and date when ship-generated waste was delivered

Whether delivering all/some/none of ship generated waste into facilities

Type and amount of waste to be delivered/stored on board plus maximum storage capacity

The unit of measurement is cu m/kg

### **7.5 Notification Mechanism**

The checklist is to be completed by the Master and submitted to the Department of Transport and Drogheda Port Company directly or via the ship's agent:

- at least 24 hours prior to arrival, if the port of call is known,
- as soon as the port of call is known, if this information is available less than 24 hours prior to arrival, or

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- at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

Transmission should preferably be by electronic means at [www.safeseas.ie](http://www.safeseas.ie)  
Drogheda Port Company will retain **ALL** notification records for six months in order to comply with the audit requirements of the Directive. Failure to submit a checklist **MAY** result in delay in entry.

### **7.6 Charging System**

The EU Directive says that each vessel must contribute "significantly" to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use. To comply with the legislation Drogheda Port Company will continue to facilitate the disposal of waste on a non-profit basis. All ships are charged indirectly a percentage of the ships' dues (€0.05 per rateable tonnage), which cover the use of reception facilities, and there is no disincentive to use. The amount that each vessel pays within the dues is adequate to fund the system and the system is apportioned to all ships equally irrespective of the quantity discharged. The system will be subject to annual review. The caveat is for vessels where manning/passenger levels are above that of normal/expected levels of discharge, where separate charges will be made. Additional charges will be applied where specialist handling of particular wastes is required.

## **8. Type and Capacity of Facilities**

### **8.1 Purpose**

Facilities which are suitable for the types and amounts of waste are located at the various quays and jetties (public & private).

Two sealed swill bins of 1.6kl capacity appropriately marked.

One sealed swill trailer (approved by DAFF), 9m<sup>3</sup> capacity.

One open top stevedoring waste trailer, 5m<sup>3</sup> capacity.

One contractor's steel re-cycling skip.

Waste Oil contractor's tanker, capacity to suit collection requirements.

Sewage waste contractors tanker, capacity to suit collection requirements.

## **9. Location, Ease of Use, Collection & Disposal**

### **9.1 Purpose**

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

Maxol/Flogas Jetty (hydrocarbon installation), 1 x sealed 1.6kl bin, appropriately marked.

Premier Periclase Jetty (bulk jetty), 1 x sealed 16kl bin, appropriately marked.

Drogheda Port town quays, Tom Roe's Point terminal, Fishmeal Quay, one approved swill trailer of 9m<sup>3</sup> capacity, one general stevedoring waste trailer 15m<sup>3</sup> capacity.

Drogheda Port town quays, one contractors steel skip.

Specialist contractor waste oil collection at designated berth by ship request.

Specialist contractor sewage waste for collection at designated berth by ship request.

## **10. Giving effective information to users**

### **10.1 Purpose**

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

### **10.2 System**

The Master of a ship bound for a port located in the State is obliged to complete the form set in Schedule 1 of the Regulations and notify that information to the national competent authority at least 24 hours prior to arrival in Drogheda Port or at the latest on departure from the previous port if the duration of the voyage is less than 24 hours. This information is directed to the Department of Transport and Drogheda Port Company via [www.safeseas.ie](http://www.safeseas.ie)

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

The Drogheda Port Company Waste Management Plan incorporates a daily collection of ship-generated waste. This waste is deposited to a sealed trailer and later disposed

## Drogheda Port Company Port Waste Management Plan

of under supervision of the DAFF Veterinary Officer to the local authority licensed landfill. This operation is licensed annually by the DAFF.

Stevedoring waste and cargo residues are collected daily. Non-recyclable materials are stored in an open trailer and disposed of in the local authority licensed landfill. Recyclable material is stored on site at a designated area in contractor-supplied container and is collected periodically for disposal at a licensed recycling facility.

A specialist licensed contractor carries out waste oil disposal by arrangement.

A specialist licensed contractor carries out sewage collection and disposal by arrangement.

Pre-treatment of waste is not employed within the Drogheda Port Waste Management Plan

### **11. Duty of Care/Waste Transfer/Waste Disposal**

#### **11.1 System**

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

An overriding principle is that Drogheda Port Company 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 Drogheda Port Company liable to prosecution for breach of domestic Irish legislation without having recourse to an untraceable waste producer, *i.e.* the vessel concerned.

Throughout the waste disposal chain a documented chain of custody has been employed.

Ship-generated waste landed for disposal is recorded and copies are available for the ship's Master. Ship-generated waste/swill and stevedoring waste disposed at the local authority licensed landfill is recorded on each individual trailer/load entry to the landfill. Stevedoring materials and cargo residues collected by the licensed contractor for beneficial re-use and re-cycling are documented with re-cycling certificates per collection.

Records are retained by Drogheda Port Company for inspection/audit purpose.

Waste returns are submitted to the Departments of Transport by request.

## **12. Grievance Procedure**

Complaints should be made immediately an issue arises through the ship's agent to Drogheda Port Company's Authorised Officer. Such complaints may be made in writing. Where an issue cannot be resolved locally then the ship's Master may report the grievance on a prescribed IMO form and forward this to the Marine Environment Division of the Department of Transport. **[Form For Reporting Alleged Inadequacy of Port Reception Facilities for Garbage and Oil]** (See Appendix 3)

## **13. Audit and Review**

### **13.1 Purpose**

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

### **13.2 Compliance and Monitoring**

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

## Annex 1

### **CONTACT DIRECTORY**

#### **(a) Drogheda Port – Local Competent Authority**

Harbourmaster  
Drogheda Port Company  
Harbourville  
Mornington Road  
Drogheda  
Co Louth, Tel 00353 41 9838378, Fax 00353 41 9832844  
Email: [maritimehouse@droghedaport.ie](mailto:maritimehouse@droghedaport.ie)

#### **(b) Local Shipping Agencies**

Patrick Monahan's (Drogheda) Ltd  
Tom Roe's Point  
Baltray Road  
Drogheda,  
Co Louth, Tel: 00353 41 9838887

Martin Butterly & Co Ltd  
Newtownstalaban  
Drogheda, Co Louth, Tel: 00353 41 9831024

Drogheda Shipping Agencies Ltd  
Grangebellew  
Drogheda, Co Louth, Tel: 00353 41 9833627

Fast Shipping Ltd  
North Quay  
Drogheda, Co Louth, Tel: 00353 41 9842797

Premier Periclase Ltd  
Boyne Road  
Drogheda, Co Louth, Tel: 00353 41 9870700

#### **(c) Waste Contractors**

Atlas Oils  
Clonminam Industrial Estate  
Portlaoise, Co Laois, Tel: 00353 502 74747

Keegan Oils  
Toberona  
Castletown  
Dundalk, Co Louth, Tel: 00353 42 9331145

## Drogheda Port Company Port Waste Management Plan

Panda Waste Services  
Beauparc Business Park  
Naven  
Co Meath, Tel 046 24111

### **(d) Regulators – National – Regional – Local**

Catherine O’Sullivan  
Department of Transport  
Lesson Lane  
Dublin 2, Tel: 00353 1 6783474

Environmental Protection Agency  
PO Box 3000  
Johnstown Castle estate  
Co Wexford, Tel: 00353 53 60600

Dept of Agriculture, Food & Rural Development  
Kildare Street  
Dublin 2, Tel: 00353 1 8741250

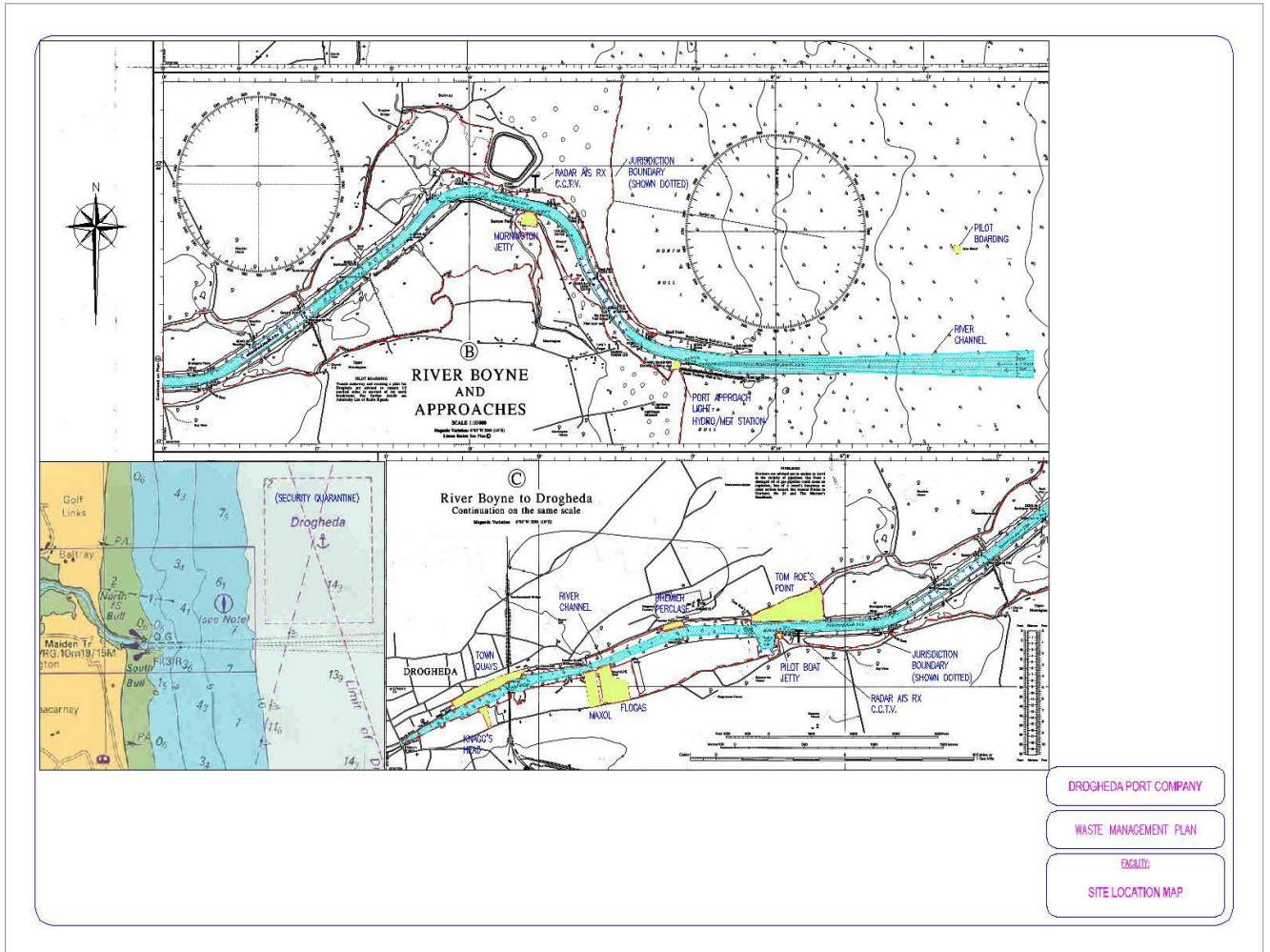
Louth County Council  
County Hall  
Millennium centre  
Dundalk, Co Louth, Tel: 00353 42 93353130

Meath County Council  
Area Office Duleek  
Duleek, Co Meath, Tel: 00353 41 9880700

Drogheda District Veterinary Office  
The Mall  
North Quay  
Drogheda, Co Louth, Tel: 00353 41 9838933

# Appendix 1

## Port Map and facility/jetty/quay location



## **Appendix 2**

### **Annual Permit to Remove Swill issue by the department of Agriculture Fisheries & Food**

Swill Licence No. M2/2011

Diseases of Animals Act, 1966 (as amended)  
Diseases of Animals (Feeding and Use of Swill) Order 1985, SI No 153 of 1985,  
Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987, SI No 133 of 1987  
Diseases of Animals Act 1966 (Prohibition on the Use of Swill) Order 2001, SI 597 of 2001  
European Communities (Transmissible Spongiform Encephalopathies and Animal By-  
Products) Regulations 2008, SI No 252 of 2008  
Diseases of Animals Act 1966 (Prohibition on the Use of Swill) (Amendment) Order 2009, SI 12 of 2009

### 2011 LICENCE TO MOVE INTERNATIONAL CATERING WASTE (Swill)

The Minister for Agriculture, Fisheries and Food by this licence authorises the licensee ***Drogheda Port Company, Mornington Road, Drogheda, Co. Louth*** to move international catering waste i.e. Category 1 material as set out in Article 4.1(e) of 1774/2002/EC (Hereafter referred to as 'waste') from lander(s) at ***Drogheda Port and Associated Quays*** to ***Whiteriver Landfill, Co. Louth*** subject to compliance with the following terms and conditions: -

1. The licensee shall not move waste unless the holder of a LICENCE TO LAND INTERNATIONAL CATERING WASTE (Swill) landed it.
2. Containers or compacting machines (hereafter referred to as 'container') used for movement of waste shall be of the enclosed type. The container must be fly, vermin and leak proof and of such a kind and durability as to ensure complete safety of both Public and Animal Health during movement, conveyance and disposal without loss or exposure of the waste at any stage during movement from ***Drogheda Port and Associated Quays*** to its effective disposal by backfilling. It must be capable of being cleaned and disinfected.
3. The container must be labelled: ***“Category 1 material – for disposal only”***
4. The ***Department’s Airport/Portal Veterinary Officer, Department of Agriculture, Fisheries and Food, District Veterinary Office, Kilcairn, Athlumney, Navan, Co. Meath*** shall be given at least 24 hours prior notification of the time of movement of each container for disposal at the ***Louth County Council Landfill Site at Whiteriver, Co. Louth.***
5. At the appointed time the waste shall be moved in the container in which it was placed on arrival in Ireland and conveyed directly from ***Drogheda Port and Associated Quays*** to ***Whiteriver Landfill Site, Co. Louth.*** The container and vehicle shall not be left unattended at any stage during transport.

6. The container shall be unloaded and the waste covered and backfilled immediately in such a way as to prevent access by wildlife. The location where the waste is buried should not be disturbed in subsequent operations. This process shall be carried out to the satisfaction of a Veterinary Inspector of the Department of Agriculture, Fisheries and Food.
7. After unloading, the vehicle and the container shall be cleansed and disinfected with an approved disinfectant using a disinfectant which for the time being stands approved by the Minister in accordance with the Diseases of Animals (Disinfectants) Order, 1975 (SI No 273 of 1975), amended by the Diseases of Animals (Disinfectants) Order, 1975 (Amendment) Order, 1978 (SI No 345 of 1978) at the highest concentration of disinfectant on the list of approved disinfectants. More details can be found at [http://www.agriculture.gov.ie/media/migration/animalhealthwelfare/disease/approved\\_disinfectants\\_22.6.09.pdf](http://www.agriculture.gov.ie/media/migration/animalhealthwelfare/disease/approved_disinfectants_22.6.09.pdf)
8. The licensee is solely responsible for cleaning and disinfecting each container and vehicle after unloading and must, prior to movement, ensure that the transporter has sufficient approved disinfectant and a means of disinfecting the container and vehicle.
9. Before movement the licensee shall complete a commercial document for each container and a copy of this document must accompany the container during transportation.
10. A copy of this commercial document and a copy of the burial docket/land fill receipt must be faxed to **Meath District Veterinary Office, Fax: 046-9072731** within 24 hours of movement of the container. The licensee shall keep copies of completed commercial documents and burial dockets for a period of two years after movement of each container.
11. This licence shall be produced on demand to an Officer of the Department of Agriculture, Fisheries and Food or to an Officer of Customs and Excise.
12. Compliance with the terms and conditions of the licence shall be subject to monitoring by Officers of the Department of Agriculture, Fisheries and Food. Failure to comply with the terms of the licence may result in its being rescinded.

This licence is valid until 31<sup>st</sup> December 2011

Dated this 13<sup>th</sup> day of January 2011

For the Minister for Agriculture, Fisheries and Food

Signed



An officer authorised in that behalf by the said Minister.

**Swill Licence No. L41/2011**

**Diseases of Animals Act, 1966 (as amended)**

**Diseases of Animals (Feeding and Use of Swill) Order 1985, SI No 153 of 1985,**

**Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987, SI No 133 of 1987**

**Diseases of Animals Act 1966 (Prohibition on the Use of Swill) Order 2001, SI 597 of 2001**

**European Communities (Transmissible Spongiform Encephalopathies and Animal By-Products)**

**Regulations 2006, SI No 252 of 2008**

**Diseases of Animals Act 1966 (Prohibition on the Use of Swill) (Amendment) Order 2009, SI 12 of 2009**

**2011 LICENCE TO LAND INTERNATIONAL CATERING WASTE (Swill)**

The Minister for Agriculture, Fisheries and Food by this licence authorises the licensee *Drogheda Port Company, Harbourville, Mornington Road, Drogheda, Co. Louth* to land international catering waste i.e. Category 1 material as set out in Article 4.1(e) of 1774/2002/EC (hereafter referred to as 'waste') at *Drogheda Port and Associated Quays*, subject to compliance with the following terms and conditions: -

1. Containers or compacting machines (hereafter referred to as 'container') used for the storage of waste when landed in Ireland shall be of the enclosed type. The container must be fly, vermin and leak proof and be of a type and durability so as to ensure complete safety of both Public and Animal Health. The container must be capable of being cleaned and disinfected and it must be labelled: "**Category 1 material – for disposal only**"
2. When landed in Ireland, the waste must be placed in the container in which it will be moved and all care must be taken to ensure that it is placed in the container without spillage and remains there until it is moved by the holder of a licence to move waste from that location.
3. The location where the container is placed must be capable of being cleaned and disinfected and the area around the container shall be kept clean at all times.
4. If spillage of waste does occur, such waste shall be immediately collected and placed in the container and the contaminated area cleansed and disinfected using an approved disinfectant, which for the time being stands approved by the Minister in accordance with the Diseases of Animals (Disinfectants) Order, 1975 (SI No 273 of 1975), amended by the Diseases of Animals (Disinfectants) Order, 1975 (Amendment) Order, 1978 (SI No 345 of 1978) at the highest concentration of disinfectant on the list of approved disinfectants. More details can be found at: [http://www.agriculture.gov.ie/media/migration/animalhealthwelfare/disease/approved\\_disinfectants\\_22.6.09.pdf](http://www.agriculture.gov.ie/media/migration/animalhealthwelfare/disease/approved_disinfectants_22.6.09.pdf)
5. Any vehicle used to transport waste to the container must be designated for that purpose and must be labelled: "**Category 1 material – for disposal only**" and must be fly and leak proof and must be cleaned and disinfected at the end of each working day.
6. This licence shall be produced on demand to an Officer of the Department of Agriculture, Fisheries and Food or to an Officer of Customs and Excise.
7. Compliance with the terms and conditions of the licence shall be subject to monitoring by Officers of the Department of Agriculture, Fisheries and Food. Failure to comply with the terms of the licence may result in its being rescinded.

This licence is valid until 31<sup>st</sup> December 2011.

Dated this 13<sup>th</sup> day of January 2011

For the Minister for Agriculture, Fisheries and Food

Signed



An officer authorised in that behalf by the said Minister.



Your Ref: HM

Drogheda Port Company  
Harbourville  
Mornington Road  
Drogheda  
Co. Meath

5<sup>th</sup> May 2009

**Re: Transport of Animal By-Products and Processed Products under the provisions of Regulations 1774/2002/EC and S.I. No. 252 of 2008.**

Dear Mr. Donnelly

I am directed by the Minister for Agriculture, Fisheries and Food to refer to the above mentioned Regulations and I wish to inform you that in accordance with Part 4 of the European Communities (Transmissible Spongiform Encephalopathies and Animal By-Products) Regulations 2008 (S.I. No. 252 of 2008), you are now registered to transport animal by-products and /or processed products using the receptacles detailed in the receptacle register (form TR2) submitted by you with your application.

You are advised that this registration is subject to your compliance with the conditions and guidelines for the registration and regulation of hauliers of animal by-products and processed products as laid down by this Department. A copy of these guidelines is enclosed for your attention.

Please ensure that all receptacles used by you for the transport of animal by-products and / or processed products are clearly marked and identified as follows:

Receptacle code: **HM**

Receptacle identification number: **HM1**

Category of Animal By-Products / Processed Products to be transported:

**Category 1**

These details have already been submitted by you on form TR2 with your application for registration.

Failure to comply with the guidelines and conditions on the registration and regulation of hauliers of animal by-products and / or processed products may result in the suspension or withdrawal of your registration. Please note, that in this situation, you would no longer be permitted to transport animal by-products or processed products.

Yours sincerely



Aidan Dillon  
Authorised Officer  
Animal By-Products Section

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## *Transporters and their Receptacles*

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<i>ID Code</i>	<i>Transporter Name</i>	<i>Receptacle ID Number</i>	<i>Receptacle Type</i>	<i>Chassis Number</i>	<i>Authorised Category</i>	<i>Date of Commission</i>	<i>Date of Decommission</i>	<i>Comments</i>
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***HM Drogheda Port Company***

		HM1	Tipping Trailer		Category 1 - Unprocessed	05 May 2009		
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## Appendix 3

### Form For Reporting Alleged Inadequacy of Port Reception Facilities for Garbage and Oil

#### 1. Country

Name of port or area

.....

Location in the port (e.g. berth/terminal/jetty) .....

Date of incident

.....

#### 2. Type and amount of garbage for discharge to facility

(a) Total amount (m<sup>3</sup>)

food waste .....

cargo-associated waste .....

maintenance waste .....

other .....

(b) Amount not accepted by the facility:

food waste .....

cargo-associated waste .....

maintenance waste .....

other

.....

#### 3. Special problems encountered (Tick as appropriate and give details):

Undue delay Yes/No. \_\_\_\_\_

Inconvenient location of facilities Yes/No. \_\_\_\_\_

Unreasonable charges for use of facilities Yes/No. \_\_\_\_\_

Use of facility not technically possible Yes/No. \_\_\_\_\_

Special national regulations Yes/No. \_\_\_\_\_

Other \_\_\_\_\_

Drogheda Port Company Port Waste Management Plan

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

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**5. Ship's particulars**

Name of ship .....

Owner or operator .....

Distinctive number or letters .....

Port of registry .....

Number of persons on board .....

.....

Date of completion of form.

Signature of Master.

