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# PORT WASTE RECEPTION AND HANDLING PLAN ROTTERDAM-RIJNMOND 2023

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**Adoption of Port Waste Reception and Handling Plan 2023 Rotterdam-Rijnmond port region**

Adopted by:

- Port of Rotterdam Authority
- Mayor and aldermen of the municipality of Schiedam
- Mayor and aldermen of the municipality of Vlaardingen
- Mayor and aldermen of the municipality of Maassluis
- Mayor and aldermen of the municipality of Moerdijk
- Mayor and aldermen of the municipality of Dordrecht

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## Management summary

### **General**

This Port Waste Reception and Handling Plan constitutes the Rotterdam-Rijnmond port manager's plan for the period of 2023-2028. The plan is valid for five years, unless any major changes occur. An amendment of the plan was necessary due to the introduction of the EC Directive 2019/883 (Directive), which replaces the 2000 Directive. The objective of this Directive is to reduce marine pollution resulting from spills of harmful substances from ships.

A legislative amendment to the Prevention of Pollution from Ships Act (PPSA) expands on the new regulations in the Directive in relation to port reception facilities for ship-generated waste and harmful substances from ships or residues thereof.

The main amendments compared to the previous Directive and PPSA are as follows:

- The old directive excluded fishing and recreational sailing. This exception no longer applies.
- The duty to deliver waste has been broadened to include all ship-generated waste.
- The cost recovery system consists of the payment of an (indirect) fee to the port manager, which entitles the ship to deliver all or part of its waste without a direct (reduced) payment needing to be made to the port reception facility. The captain of a ship calling at a port has a duty to deliver the waste on board the ship.
- The proportion of the total reception and processing costs to be indirectly funded is set at 30% in the Directive. In order to provide maximum incentive for the delivery of waste, including fishing gear and the new waste category of passively fished waste, it has been established that the costs of these waste categories should be entirely (100%) indirectly financed. There is no direct fee for the delivery of this waste. For passively fished waste, an alternative form of funding is provided.
- The Directive prescribes that indirect waste fees should be reduced depending on the type of trade for which the ship is used, e.g. short sea shipping. This also applies to ships that produce limited amounts of waste or manage waste in a sustainable and environmentally-friendly way. In addition, fees may vary depending on the category, type and size of the ship, whether the waste is harmful in nature and if a provision of services outside of usual working hours is required.
- The exemption scheme has been updated to create a clearer role for ports and a duty to notify all ports along the route.

### *Port Waste Reception and Handling Plan*

This Port Waste Reception and Handling Plan applies to all ships, irrespective of their flag, entering or operating in the port, with the exception of vessels providing port services and with the exception of warships, naval auxiliary ships and other ships owned or operated by a state that, at the time, are used exclusively on a non-commercial basis by the government.

This Port Waste Reception and Handling Plan applies to ship-generated waste, harmful substances and residues thereof, and cargo residues, as specified in the annexes in the MARPOL Convention: I (oil and oily water), II (noxious liquid substances), IV (sewage), V (garbage) and VI (air pollution) of MARPOL. MARPOL sets out these categories in annexes.

### *Funding*

As a rule, the costs of the operation and management of port reception facilities for the reception, storage, transport and processing of ship-generated waste are covered by an indirect fee from the ships. The indirect fee is the contribution that the vessel pays per call to the port manager. Payment of the fee gives the ship the right to deliver waste. Even if no waste is delivered, the ship still pays the indirect fee. The revenues from these indirect fees are used by the port manager to reimburse the port reception facilities with which the management has entered into a contract. The portion of the costs that are not covered by the indirect fee are charged to the ship by the port reception facility based on the actual types and volumes of waste delivered by the ship.

Since 2012, the seaports of Flanders and the Netherlands have worked to create uniformity in the structure of the rates system. Based on the experiences of and exchanges with various stakeholders, a consensus was reached on the structure. This agreement remains in effect.

## ***Specific to the Rotterdam-Rijnmond port region***

### *Funding*

Some categories of ships are exempt from the indirect fee obligation, such as seagoing vessels that sail directly to the dock or shipyard or seagoing working vessels and service-providing vessels within the port area, such as dredgers, sounding vessels and tugs providing services for shipping or which are used to maintain the waterway infrastructure within the management area.

The rates for the Rotterdam-Rijnmond port region are included in the plan and are explained per Annex, which also includes a description of how the rate for the indirect fee was calculated. In addition, the plan includes tables with statistics on the number of port calls, as well as the volume of waste delivered in previous years and the percentage of ships that have delivered waste. Furthermore data regarding the operational port reception facilities are included.

### *Licence/open house*

Port reception facilities that possess the required licences (including an operational licence based on the 2020 Rotterdam Port By-Laws), both national and local, for collecting waste from ships and that wish to be eligible for payment based on the indirect funding for Annex I, IV, V and VI, can register to be part of a so-called Open House arrangement. Open House means that the port manager determines and publishes a fee per collection, type and volume, for which companies can register. The port reception facility may participate if all the conditions are met.

### *Adequate facilities*

The collected volumes are not expected to increase significantly. This, along with the fact that the number of operational port reception facilities in the port area has remained stable in recent years, leads us to conclude that there are adequate port reception facilities for all types of ship-generated waste and cargo residues at this time.

### *Obligations of the port reception facility*

The port reception facility has a number of obligations, which include presenting an auditor's report (annex 3) for the previous calendar year, data on the volumes of ship-generated waste delivered to the facility and a notification of the start and end of the collection of ship-generated waste and/or harmful substances from a ship or residues thereof.

### *Supervision*

The Inspectors of the Harbour Master's Division of the port of Rotterdam are responsible for supervision as co-supervisors with the Human Environment and Transport Inspectorate in their management area (Rotterdam). The applicable conditions for this are laid down in a PPSA Cooperation Agreement implementing the Covenant on inspections on board seagoing vessels (Covenant inspecties aan boord van zeeschepen). This agreement was concluded in 2022.

### *Consultation on Port Waste Reception and Handling Plan and implementation of administration*

There is a PWRHP sounding board group, which consists of the stakeholders that are directly involved in the collection of ship-generated waste. The stakeholders are: KVNR, VRC, VOMS and licensed collection companies. This group has no powers. It is a consultative body, which among other things reviews the rates and other aspects of the plan.

The Harbour Master's Division of PoR carries out the administration and drafts reports for the Ministry of Infrastructure and Water Management on behalf of the other port managers and municipalities.

## **1: INTRODUCTION**

### **1.1. Prevention of Pollution from Ships Act**

The Prevention of Pollution from Ships Act (PPSA) is in force in the Netherlands. This Act ensures that the Netherlands complies with the international obligations arising from the MARPOL<sup>1</sup> Convention. The

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<sup>1</sup> The International Convention for the Prevention of Pollution from Ships.

PPSA includes a ban on ships discharging harmful substances and the obligation for port managers to provide adequate facilities for collecting ship-generated waste and harmful substances from ships or residues thereof. These regulations are elaborated in a number of statutory instruments and ministerial decrees and regulations (Port Reception Facilities Decree, Port Reception Facilities Regulations and Reporting Formalities and Data Processing Decree).

The International Convention for the Prevention of Pollution from Ships<sup>2</sup> (hereinafter: MARPOL) contains rules on how ship-generated waste should be disposed of. Within this, MARPOL obligates the parties to the convention to ensure that there are adequate port reception facilities at their ports. Directive 2000/59/EC<sup>3</sup> (hereinafter: Directive 2000/59 or the previous Directive), expands on MARPOL in the European Union. This Directive aims not only to ensure the availability of adequate port reception facilities, but also to increase the use of the facilities.

Directive 2019/883/EU<sup>4</sup> (hereinafter: the Directive) further aims to reduce discharges of waste, in particular of waste as defined in MARPOL Annex V, and to reduce administrative burdens by further aligning the provisions with the Convention. The Directive further tightens several existing rules from the previous Directive and/or brings them more in line with the Convention.

A legislative amendment to the PPSA expands on the new regulations from Directive 2019/883 regarding port reception facilities for ship-generated waste and harmful substances or residues thereof.

## **1.2. Changes compared to Directive 2000/59**

The Directive contains a number of changes compared to the previous Directive.

The Directive has been updated in various ways. The most important changes are described in detail, the others less exhaustively.

### ***Definitions***

Instead of the term 'ship-generated waste' of Directive 2000/59, Directive 2019/883 (Directive) uses the term 'waste from ships'. Waste as defined in MARPOL Annex VI also falls within the scope of the Directive. This includes ozone-depleting substances, equipment containing such substances and residues from exhaust gas cleaning, known as 'scrubber sludge'; Aspects such as the adequacy of port reception facilities, prior notification of waste, mandatory delivery of waste and exemptions for ships in scheduled traffic have been further harmonised and brought fully in line with MARPOL.

### ***Prior notification of waste***

The Directive stipulates that the prior notification of waste applies to all ships that fall under Directive 2002/59, with the exception of fishing vessels, traditional ships and recreational craft with a length of less than 45 metres.

### ***Waste delivery receipt***

The Directive introduces the waste delivery receipt. The operator of the port reception facility must draw up this document after a waste delivery and ensure that the captain of the vessel receives this receipt without undue delay. To do this, operators of port reception facilities use a pre-existing ship-generated waste form – the 'S-form'. The port manager receives a copy. The port manager facilitates the forwarding to SafeSeaNet.

### ***Waste delivery***

The aim of the Directive is to strengthen incentives for delivering waste by increasing supervision and therefore reducing waste discharges at sea.

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<sup>2</sup> International Convention for the Prevention of Pollution from Ships with Protocols and Annexes with Appendices (Trb. 1975, 147) established on 2 November 1973 in London, as amended and completed with the Protocol belonging to that Convention with Annex and Appendices established on 17 February 1978 in London (Trb. 1978, 188).

<sup>3</sup> Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJEU 2000, L 332).

<sup>4</sup> Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJEU 2019, L 151).

### *Sorted collection*

The new Directive states that it must be possible to collect sorted ship-generated waste to facilitate reuse and recycling.

### *Term of validity of Port Waste Reception and Handling Plan*

As prescribed by the Directive, the Port Waste Reception and Handling Plan must be approved every five years, or earlier when significant changes to the port's operations have occurred. The term may also be extended if no significant changes have taken place.

### *Duty to deliver cargo residues*

The duty to deliver has been expanded to all ship-generated waste that applies under MARPOL, which means that the duty to deliver cargo residues now also falls within the scope of the Directive.

### *Duty to deliver under Directive and MARPOL discharge standards*

Ship-generated waste must be delivered in compliance with the applicable delivery and discharge standards of MARPOL. The reference to MARPOL clarifies how the duty to deliver under the Directive relates to the Convention's discharge standards.

### *Indirect funding*

Under the previous Directive, at least one-third of the costs of port reception facilities for ship-generated waste, including the treatment and disposal of the ship-generated waste, were to be covered by fees from ships.

The cost recovery systems consist of the payment of a fee to the port manager, entitling the ship to deliver (part of) the waste without a direct payment or at a reduced direct payment to the port reception facility. The delivery of waste not covered by indirect funding was subject to the direct funding system. The ship had to pay a direct fee to the operator of the port reception facility, as this ship-generated waste falls outside the scope of the indirect fee.

The Directive further clarifies the calculation of the share of indirect funding by specifying which costs are included in the total costs of receiving and processing ship-generated waste. Delivery of cargo residues remains outside the scope of the system of indirect funding and the new waste category 'waste from exhaust gas cleaning systems' is also excluded.

### *100% indirect funding*

The proportion of total reception and processing costs to be indirectly funded is maintained at 30% in the Directive. But in order to ensure maximum incentive for the delivery of waste, including fishing gear and the new waste category of passively fished waste, the Directive stipulates that the costs of these waste categories should be fully (100%) indirectly funded in order to safeguard the right to deliver waste without additional costs. There is no direct fee for the delivery of this waste.

### *Funding passively fished waste*

With regard to the funding of the collection and processing of passively fished waste, the Directive states that alternative funding should be used as much as possible.<sup>5</sup> The Netherlands is committed to funding the national Fishing for Litter programme based initially on co-funding from the government and seaports. Funding from the European Fisheries Fund will also be sought.<sup>6</sup>

### *Percentage of indirect funding*

The minimum indirect funding percentage of 30% concerns the total costs of receiving and processing all the waste streams covered by indirect funding. Since the waste defined in MARPOL Annex V will be subject to 100% indirect funding under the Directive, this means that, for the remaining waste streams, the indirect fee could be lower than 30% to meet the minimum indirect funding percentage of 30%. For oil waste (excluding cargo residues thereof), at least 30% of the direct costs should be funded by indirect fees.

### *Reduced indirect funding of certain types of ships*

Article 8(5) of the Directive states that indirect waste fees should be reduced depending on the type of trade for which the ship is used, especially when a ship is used for short sea shipping. It is therefore reasonable that these ships pay a lower indirect waste fee. Also, the waste fee should be reduced if

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<sup>5</sup> Article 8(2)(d), Directive 2019/883.

<sup>6</sup> European Maritime, Fisheries and Aquaculture Fund (EMFAF).



the ship produces limited amounts of waste and manages its waste in a sustainable and environmentally-friendly way. In this case, it is reasonable for the ship to pay a lower indirect waste fee because either less waste is delivered or the waste is more suitable for reuse and recycling.

#### *Differentiation of waste fees*

In addition to the mandatory reductions of waste fees, Article 8(4) of the Directive allows port managers to differentiate waste fees based on the category, type and size of ship, on the hazardous nature of the waste and for providing services outside of normal working hours.

#### *Fishing waste funding*

In the Netherlands, Stichting Financiering Afvalstoffen Visserij (hereinafter: SFAV) (as the legal representative of the fishing industry) is responsible for the payment of the collection and processing of small hazardous waste (Annex V SHW) and bilge water (Annex I) for fishermen who have subscribed to the foundation. The collection and processing of waste, including fishing gear, is not covered by the SFAV's subscription and port managers should therefore charge an indirect fee.

#### *Exemptions*

Directive 2019/883 provides for exemptions from the obligations of the prior notification of waste, the duty to deliver and the indirect waste fee. Since this involves exempting a specific ship, this has been established in law through granting the minister the authority to provide the operator of the vessel with an exemption from these obligations. The exemption may be provided for all three requirements or one or two of these requirements. Article 9 of the Directive sets out conditions for exemptions, which have been implemented in the Port Reception Facilities Decree.

The exemptions are granted and monitored by the Human Environment and Transport Inspectorate. The Human Environment and Transport Inspectorate will notify all ports along the route and the port manager of the exemptions granted, and register them in SafeSeaNet.

## **Legal framework**

### **1.3. International regulations: MARPOL 73/78**

The objective of the MARPOL 73/78 Convention (hereinafter MARPOL) is to reduce marine pollution resulting from the discharge of harmful substances from ships. Discharges at sea are subject to rules and regulations. Specific requirements are also set out for the construction, fittings and equipment of ships.

As a state party, the Netherlands implements the terms and provisions of MARPOL, its Annexes (I, II, III, IV, V and VI) and the Ballast Water Convention within its territory and territorial waters. MARPOL has been implemented through the Prevention of Pollution from Ships Act (PPSA), which follows the structure of MARPOL as closely as possible.

### **1.4. European legislation**

A large number of European directives apply to this plan. Basis:

- Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships.

In addition to this Directive, the following European regulations, among others, apply:

- Regulation (EU) No. 952/2013 of the European Council of 9 October 2013 laying down the Union Customs Code<sup>7</sup>;
- Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports;
- Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control

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<sup>7</sup> Delivered ship-generated waste shall be considered non-Union ship goods introduced into the customs territory as referred to in Article 79 of this Regulation.

- 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).
- Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports.
- Regulation (EC) No 1221/2009 on the voluntary participation by organisations in a Community eco-management and audit scheme (EMAS), repealing Regulation (EC) No 761/2001 and Commission Decisions 2001/681/EC and 2006/193/EC

### **1.5. National legislation: PPSA and GEPA/EMA**

The international and European framework described above has been implemented in the Netherlands through, among others, the Prevention of Pollution from Ships Act (PPSA), the General Environmental Provisions Act (GEPA) and the Environmental Management Act (EMA).

On the basis of the PPSA, the following statutory instruments and ministerial regulations set out further rules in this regard (the adopted versions were published on 1 June 2022):

- Port Reception Facilities Decree;
- Port Reception Facilities Regulations;
- Prevention of Pollution from Ships Decree;
- Prevention of Pollution from Ships Regulations.

For the collection and processing of waste, rules are set in the General Environmental Provisions Act (GEPA), the Environmental Management Act (EMA) and the statutory instruments and regulations derived thereof (and after its entry into force, in the Environment and Planning Act and its associated implementing regulations). It concerns:

- Waste Collection Decree of 19 March 2004;
- Collectors, Transporters, Dealers and Brokers of Waste Regulations;
- The Environmental Management Activities Decree and Environmental Management Activities Regulations, article 3.3.5; on marinas and waste from seagoing recreational craft;
- National Waste Management Plan 2017-2029 (LAP 3).

In addition, the following regulations pertain to notifications of the seagoing vessel and the manner in which this must be done:

- Reporting Formalities and Data Processing Decree;
- Shipping Reporting and Communications Regulations.

With regard to the determination of penalties in the event of non-compliance with, inter alia, the obligations or prohibited conduct set out in the PPSA:

- Economic Offences Act of 22 June 1950.

### **1.6. Regional and local regulations**

The 2020 Rotterdam Port By-Laws contain rules regarding the licencing of the operator of a port reception facility (PRF).

Articles 4.8 et seq. set out that the reception of ship-generated waste and cargo residues from seagoing vessels is only permitted if the reception facility has a licence from the Municipal Executive. The Port by-laws also state that the Mayor and aldermen can set minimum requirements for the licence holder (port reception facility).

This licence (licence to operate) exists alongside the Human Environment and Transport Inspectorate's national collection licence and contains additional operational regulations. In addition, minimum requirements may be set for the licence.

### **1.7. Implementation**

The rights and obligations under the Port Waste Reception and Handling Plan apply to seagoing vessels that call at the port. The Harbour Master Policy, Policy and Legal Advice of the Harbour Master's Division carries out the financial and operational administrative tasks on behalf of the port managers.

Article 6d(7) PPSA states that the port manager must enter into an agreement with the operator of a port reception facility on the ship-generated waste to be delivered. This agreement primarily contains financial arrangements. The operational conditions are set out in the licence that the holder requires in accordance with the Port By-Laws.

### **1.8. Application**

This Port Waste Reception and Handling Plan applies to:

- all ships, regardless of their flag, calling at or operating in the port, with the exception of vessels providing port services within the meaning of Article 1(2) of Regulation (EU) 2017/352. Further exempted are warships, naval auxiliary ships and other ships owned or operated by a state that, at the time, are used exclusively on a non-commercial basis by a government;
- the port that is usually called at by ships that fall under the scope of the aforementioned. For the purposes of this Port Waste Reception and Handling Plan and to avoid unnecessary delay to ships, offshore anchorages are excluded from the application of articles 6, 7 and 8.

### **1.9. Definitions**

The annexes to this Port Waste Reception and Handling Plan include the legal definitions from the Directive and legislation, as relevant to this Port Waste Reception and Handling Plan.

## **2: Port Waste Reception and Handling Plan**

### ***General***

#### **2.1. Statutory regulations**

The regulations relating to the Port Waste Reception and Handling Plan are laid down in the following provisions:

- Article 6a PPSA
- Articles 3, 4, 5, 6 and 7 Port Reception Facilities Decree

#### **2.2. Summary of statutory regulations**

During the development of the Port Waste Reception and Handling Plan, the drafter must consult the stakeholders. The cost structure must be included in the plan and is also shared with stakeholders. Two or more port managers can jointly adopt a Port Waste Reception and Handling Plan, but the requirements and availability of port reception facilities must be listed separately for each port. Annex 1 of the Directive defines the elements that the Port Waste Reception and Handling Plan must consist of at the very least.

Parts of the plan should also be made publicly available, such as the location of port reception facilities, a list of commonly managed types of waste, a description of waste delivery procedures and a description of the cost recovery system.

The Port Waste Reception and Handling Plan is valid for five years and the Minister of Infrastructure and Water Management must approve the plan.

If there are no significant changes, the port manager can request approval for the same term. If significant changes have occurred within the five-year period, the plan must be reviewed.

### ***Specific to the Rotterdam-Rijnmond port region***

#### **2.3. Description of Port Waste Reception and Handling Plan Rotterdam-Rijnmond**

This Port Waste Reception and Handling Plan is a revision of the 2018 plan. After adoption of this plan by the six relevant seaport managers in the area and approval of this plan by the Minister of Infrastructure and Water Management, it will replace the 2018 plan.

The current plan takes into account the requirements of the Directive and the Dutch legislation derived thereof (see above).

With the adoption of this new plan, the port managers in this region support not only the objective of fulfilling the legal obligations to provide sufficient and adequate port reception facilities for shipping, but also the commitment to improving quality and sustainability throughout the ship waste chain.

This cooperation is set out in a cooperation agreement for the Port Reception Facilities, the Port Waste Reception and Handling Plan and Marine Waste Fee, signed on 30 August 2005 and revised on 1 January 2023.

This plan covers the management area of the Rotterdam-Rijnmond seaports described in Article 6 of the PPSA: Rotterdam, Maassluis, Vlaardingen, Schiedam, Dordrecht and Moerdijk. These ports have decided to draw up a collective plan for the region, in view of the provisions of the fourth paragraph of Article 6a(2) of the PPSA and the decision to cooperate on the implementation of the PPSA. The Harbour Master's Division of the Port of Rotterdam Authority has, in its capacity as the coordinator of port reception facilities for the area, drafted this new Port Waste Reception and Handling Plan after consulting various stakeholders in the management area, the official representation of public and private seaports in the region.

The purpose of the plan is to provide an indication of the expected waste streams, forecast the need for port reception facilities, describe the facilities available at each individual port, set out the procedures relating to the delivery of waste, describe the funding system and form the basis for the

information provided to visiting ships. This plan complies with the requirements of the PPSA and the underlying Decree and Regulations.

### 3: Scope of application

#### General

This section describes the scope of the Port Waste Reception and Handling Plan in terms of geographical division (ports), types of waste and vessels. Finally, exemptions and exceptions are discussed.

#### 3.1. Types of waste

This Port Waste Reception and Handling Plan applies to ship-generated waste, harmful substances and residues thereof, and cargo residues as referred to in Annexes I, II, IV, V and VI of MARPOL. MARPOL divides waste into categories, called Annexes.

EU regulations also make a distinction between ship-generated waste and cargo residues in the waste types. The table below provides an overview of the Annexes in MARPOL, the corresponding types of waste and waste substances and their classification according to EU regulations.

MARPOL Annex	Type of waste	Waste substances	Category EU 2019/883
I	Oily	Slops Oily ballast water Oily tank washings Oily residues (engine room) Waste (lubricating) oil Fuel residues/sludge Bilge water	Cargo residue, harmful substances and residues thereof  Ship-generated waste Ship-generated waste Ship-generated waste Ship-generated waste
II	Chemicals in bulk	Slops/chemicals	Cargo residue, harmful substances and residues thereof
IV	Sewage	Sewage	Ship-generated waste
V	Garbage	Household waste Food waste Plastic/glass Small dangerous waste (SDW) Cargo-related waste Other solid waste Dry cargo residues	Ship-generated waste Ship-generated waste Ship-generated waste Ship-generated waste Cargo-related waste Depending on waste type Cargo residue
VI	Ozone-depleting substances/air pollution	Scrubber sludge Containing CFCs	Ship-generated waste Ship-generated waste
Ballast Water Convention	Ballast water	(Un)treated ballast water Cleaning tank residue Ballast tank sediment	MARPOL waste MARPOL waste MARPOL waste

*Table 1: Overview of types of waste according to MARPOL Annex/EU Directive 2019/883. Note that ballast water is not covered by EU Directive 2019/883, but there are sufficient port reception facilities available to collect sediments.*

#### 3.2. Ships

In the Directive, ships are understood to mean only seagoing vessels, including fishing vessels and recreational craft (regardless of the number of passengers). These ships must also pay an indirect waste fee under the Directive.

This Port Waste Reception and Handling Plan applies exclusively to seagoing vessels; including foreign seagoing vessels.

In the PPSA, a ship is defined as a 'vessel used at sea'<sup>8</sup>. This means that the Act does not apply to inland navigation vessels. For inland shipping, the SABNI<sup>9</sup> has been responsible for creating, maintaining and expanding a network of port reception facilities since 1993.

For seagoing vessels with inland navigation papers, the PPSA applies only if these vessels arrive from the sea. Seagoing vessels with inland navigation papers arriving from sea and calling at the port are therefore subject to the Port Waste Reception and Handling Plan, in other cases they are subject to the inland shipping regulations.

According to Article 3 of the PPSA, the Port Waste Handling Plan does not apply to warships, ships in use as naval auxiliaries or other ships owned or operated by a State at the time they are used exclusively in the service of the State for non-commercial purposes. In addition, according to Article 4 of the PPSA, categories of ships may be exempted, in whole or in part, from the application of one or more rules and regulations imposed under this Act by means of an order in council.

### **3.3. Exceptions and exceptional circumstances**

#### *Seagoing recreational craft*

Regarding seagoing recreational craft: these smaller ships do not berth at the regular berths in the seaports, but use the marinas present in the region. Pursuant to the marinas' obligations (Environment and Planning Act and Activities in the Living Environment Decree), marinas have facilities for these ships to dispose of their waste, with funding being arranged through the relevant rates of these marinas.

Seagoing recreational craft shorter than 45 metres, or lighter than 300 GT do not have to provide (prior) notification of waste, but do have a duty to pay a waste fee and deliver waste.

#### *Fishing vessels*

Fishing vessels are also covered by the Directive. This Port Waste Reception and Handling Plan does not apply to fishing vessels, regardless of whether the operator of that vessel has concluded an agreement for the ship-generated waste types Annex I and Annex V SDW with Stichting Financiering Afvalstoffen Visserij (SFAV), having its registered office in Urk.

Fishing vessels are subject to the so-called VISHAP. This topic is covered in more detail in Chapter 5 of this plan.

#### ***Specific to Rotterdam-Rijnmond***

### **3.4. Ports**

This Port Waste Reception and Handling Plan applies to the seaports<sup>10</sup> within the Rotterdam-Rijnmond port region. The annexes include an overview of the port region. The offshore anchorage area falls outside the municipal boundaries and therefore this plan does not apply.

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<sup>8</sup> For definitions, see annex: 'ship'.

<sup>9</sup> Stichting Afvalstoffen Binnenvaart.

<sup>10</sup> For definitions, see annex: definitions.

## **4: Duty to deliver**

### **General**

#### **4.1. Statutory regulations**

The duty to deliver is regulated in:

- Article 7 of the Directive.
- Articles 12b, 12e and 12f of the PPSA.

#### **4.2. Summary of statutory regulations**

The captain of a ship calling at a port has a duty to deliver the waste on board the ship. They report the type of waste on board, what they intend to deliver, the maximum storage capacity for each type of waste, where the remaining waste will be delivered and the amount of waste that will be generated between the port call where the notification is made and the next port (provided that the next port is known and there is sufficient capacity). An exemption from the duty to deliver can be obtained, see Chapter 9. A ship is exempted from the obligation to deliver if it has sufficient spare storage capacity. The volumes are set in the implementing guidelines of COSS<sup>11</sup>.

After delivery, the captain will be given a waste delivery receipt (S-form).

#### **4.3. Obligations**

Firstly, the Directive requires all ships calling at a European port to deliver, in principle, all ship-generated waste on board at that port. Ship-generated waste includes most of the harmful substances generated on board as a result of normal operations, e.g. waste from the kitchen/galley and engine room.

Therefore in shipping, there is always a basic obligation to deliver. A distinction should be made between the delivery of ship-generated waste and the delivery of cargo residues. Delivery of ship-generated waste is in principle always mandatory under the Directive when calling at a port in the European Union. Delivery of cargo residues is only mandatory when the duty arises from the MARPOL Convention.

Cargo residues fall under the definition of ship-generated waste. This means that cargo residues should in principle be delivered to a port reception facility before departure, unless the aforementioned exceptions arising from the MARPOL Convention apply.

In addition to managing the daily operations, the captain of the ship has the primary responsibility for complying with the rules on ship-generated waste.

#### **4.4. Exception: COSS**

Article 7(4)(a) and (b) of Directive (EU) 2019/883 provides an exception to the general obligation to deliver all waste on board at the port of call. This exception applies to ships that have sufficient dedicated storage capacity on board, for all waste already on board and waste that will be generated during the ship's planned voyage to the next port of call. A prescribed calculation method ensures that the implementation across Member States of the exceptions to the general obligation to deliver all waste carried on board if the ship has sufficient storage capacity, is harmonised. The calculation method should not be applied to waste disposal under MARPOL Annex II. The disposal of that type of waste is regulated by this Convention. That type of waste must be delivered at the port where the cargo is unloaded and before new cargo is loaded. In certain cases and under certain conditions, this waste may be discharged into the sea.

Depending on the substance, cargo residues covered by Annex II of the Convention should be delivered prior to departure in accordance with the procedures and checks set out in regulations 13 and 16 of that Annex. Cargo residues covered by Annex II of the Convention containing substances of category X, persistent floating products of high viscosity of category Y and solidifying or highly viscous

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<sup>11</sup> Committee on Safe Seas and prevention of pollution from ships, EU 2022/89



substances of category Y shall be prewashed and delivered to a port reception facility as set out in Regulations 13 and 16 of Annex II to the MARPOL Convention.

The calculation method is also not applicable to passively fished waste. A dedicated storage site is not always available on board for this type of waste and the delivery of all passively fished waste is encouraged by the cost recovery system of Article 8(2)(d) of Directive (EU) 2019/883.

## **5: Cost recovery system**

### **General**

#### **5.1. Statutory regulations**

The regulations applicable to cost recovery are:

Article 8 of the Directive

Article 6d of the PPSA

Article 9 of the Port Reception Facilities Decree

Article 9a of the Port Reception Facilities Decree

Article 11 of the Port Reception Facilities Regulations

#### **5.2. Summary of statutory regulations**

The legislation sets out that the costs of operating and managing port reception facilities for the reception, storage, transport and processing of waste from ships, excluding cargo residues, are covered in whole or in part (depending on the type of waste) by a so-called indirect fee from ships. The elements from which those costs arise are listed in Annex 4 of the Directive.

The indirect fee is the contribution the ship pays per call to the port manager and this fee entitles the ship to deliver waste. This right is non-transferable. Even if no waste is delivered, the ship still pays the indirect fee. The proceeds from indirect fees are used by the port manager to reimburse the port reception facility/facilities after receiving a certificate of processing (verification) of the waste. The reimbursements payable by the port manager to the port reception facility/facilities are set out in an agreement concluded with them, which is renewed periodically.

#### Indirect funding:

Since 2012, the seaports of Flanders and the Netherlands have worked to create uniformity in the structure of the rates system. Based on the experiences of and exchanges with various stakeholders, a consensus was reached on the structure.

The revised Directive 2019/883 contains a number of new principles, which has led to adjustments to this structure. The previously reached consensus was used as a starting point for both an adjustment to the methodology of the indirect fee, as well as for an adjustment to the right to deliver obtained by each ship through the indirect fee.

On 1 January 2023, the system of indirect funding was introduced, based on the amended legislation. A simulation model with data from previous years and data obtained from stakeholders on the expected waste rates was used to determine the formulas for fees and the delivery fee (reimbursements).

The rates for both indirect fees and the amount set for the delivery fee (and thus the reimbursements to port reception facilities) can be changed by the port manager. These are reviewed at least once a year, but if necessary, changes can also be made in the interim in exceptional cases.

Indirect fees from ships cover the following costs:

all indirect administrative costs (management costs);

- at least 30% of the total direct operating costs of the actual delivery, storage, transport and processing of waste from ships, other than cargo residues, as referred to in MARPOL Annex I, IV and VI;
- the total direct operating costs (100%) of the actual delivery, storage, transport and processing of waste referred to in MARPOL Annex V, including passively fished waste.

#### Indirect funding exceptions:

The ships' indirect fees do not cover the costs of delivery, storage, transportation and processing of cargo residues and waste from exhaust gas cleaning systems.

The costs of volumes of waste exceeding the certified maximum storage capacity of the specific waste type are also not covered. The costs of waste generated by activities of the ship, which are not part of the normal operations of the ship, are also not covered.

An agreement has been made with the Ministry of Infrastructure and Water Management that, for a trial period of two years, offshore ships will not be charged indirect costs, but only direct costs. This is

due to fluctuations in deliveries, and the difficulty in distinguishing between waste from platforms (which is cargo for the offshore ships) and waste from the ships. Historic data from recent years shows that the offshore sector's delivery pattern is very erratic and unpredictable; there are unpredictable outliers involving huge amounts of waste with high costs, which do not lend themselves to a fair and equal indirect funding structure that covers all seagoing vessels. In addition, in practice it is not always possible to make a clear distinction on which waste streams are from the ship itself or from drilling rigs. Beyond these practical issues, in recent years it has become apparent that the offshore sector has developed a good image regarding waste delivery. As a result of these practical realities and an administrative need for clarity, the decision was made to exclude the offshore sector completely from the obligation to make an indirect fee and for the funding of waste delivery to be arranged directly between the port reception facilities and the sector. This exclusion will apply for a pilot period of two years, during which the offshore delivery patterns will be monitored based on the actual deliveries, as the duty to submit S-forms to the port manager remains in effect.

The following vessels are categorised as offshore in accordance with the N20 list:

<b>N20 TRANSPORT MEANS</b>		
<b>Code</b>	<b>System description</b>	<b>Details</b>
1603	Salvage vessel	Vessel designed to salvage
1606	Oil rig	Object designed for drilling oil at sea
172	Work ship	Vessel designed to assist in work
1721	Supply vessel	Vessel designed to provide supplies
1723	Offshore support vessel	Vessel designed to provide offshore support
1724	Pontoon	Flat-bottomed vessel with a flat deck
1726	Cable layer	Vessel designed to lay cable
1729	Pipe laying vessel	Vessel designed to lay pipe
176	Research and education ship	Vessel designed for research and education
1712	Patrol/measure ship	Vessel designed to guard, patrol or measure

Table 1: offshore outside of indirect funding

Direct funding:

The portion of the costs that are not covered by the indirect fee are charged to the ship by the port reception facility based on the actual types and volumes of waste delivered by the ship.

The costs of operating and managing port reception facilities to receive, store, transport and process waste from ships, excluding cargo residues, can be categorised as follows (Annex 4 Directive 2019/883):

<b>Direct costs:</b> <b>Direct operating costs arising from the actual waste delivered by ships, including the cost elements listed below.</b>	<b>Indirect costs:</b> <b>Indirect management costs arising from the management of the system at the port, including the cost elements below.</b>
Providing infrastructure for the operation of port reception facilities, including containers, tanks, processing equipment, inland vessels, trucks, waste reception equipment and treatment facilities.	Preparing and approving the waste reception and handling plan, including any audits of the plan and its implementation.
Concessions to lease land and buildings, as applicable, or to lease the equipment necessary for the operation of port reception facilities;	Updating the waste reception and handling plan, including labour and consultancy costs, as applicable.
The actual use of port reception facilities: collection of waste from ships, transportation of waste from port reception facilities for final processing, maintenance and cleaning of port reception facilities, personnel costs, including overtime, electricity, waste analysis and insurance.	Organising consultation procedures for the (re)evaluation of the waste reception and handling plan;
Preparation for reuse, recycling or disposal of waste from ships, including sorted waste collection.	Management of notification and cost recovery systems, including the application of reduced rates for 'green ships', provision of port-level IT systems, statistical analysis and related labour costs.
Administration: invoicing, issuing waste receipts to ships, reporting.	Organising public tender procedures for the provision of port reception facilities and issuing the necessary licences for the operation of port reception facilities in ports.
	Providing information to port users through the distribution of leaflets and with signs and posters in the port, or the publication of the information on the ports' websites, and the electronic transmission of the information as described in Article 5.
	Management of waste management schemes: extended producer responsibility schemes, recycling, and applying for and implementing national or regional grants.
	Other administrative costs: monitoring of exemptions and electronic reporting of this information as described in Article 9.

Below is an overview of which types of waste fall under indirect funding and which fall under direct funding:

Convention	Type of waste	Minimum coverage of total operating costs through the indirect fee	Funding	
			indirect	direct
MARPOL 73/78; Annex I	- Fuel residues - Used oil - Bilge water	30% of total costs for delivery of Annex I, IV and VI waste, except cargo residues	X min. 30% in exceptional cases less than 30%	X
MARPOL 73/78; Annex IV	- Sewage			
MARPOL 73/78; Annex VI	- Ozone-depleting substances other than waste from exhaust gas cleaning systems			
MARPOL 73/78; Annex V	- Household waste - Small hazardous waste - Plastic - Miscellaneous waste - Cargo-related waste - Passively fished waste	100% of total costs for delivery of Annex V waste, except cargo residues	X	X Only exceptions through direct funding
MARPOL 73/78; Annex I	- Wash water with oil - Ballast water (from cargo tanks)	none		X
MARPOL 73/78; Annex II	- Wash water with chemicals	none		X
MARPOL 73/78; Annex V	- Dry cargo residues	none		X
Ballast Water Convention	- (Un)treated ballast water - Cleaning tank residue - Ballast tank sediment	none		X

### ***Specific to the Rotterdam-Rijnmond port region***

#### **5.3. Fee obligation**

A fee for the delivery of ship-generated waste applies in principle to all seagoing vessels that call at a port in the Rotterdam-Rijnmond port region, unless the vessel is exempted from this on the basis of the provisions of Article 6d under 4 of the PPSA, or is exempted on the basis of the general conditions.

In this context, the berthing of a seagoing vessel at one or more berths in the seaports of the Rotterdam-Rijnmond port region is considered one call.

#### Overview of vessels not subject to the indirect fee:

- Seagoing vessels for which an exemption has been granted pursuant to Article 6d(4) of the PPSA;
- Fishing vessels falling within the scope of Article 9(2) of the Port Reception Facilities Decree (VISHAP);

- Seagoing recreational craft, falling within the scope of Article 9(1) of the Port Reception Facilities Decree (marinas);<sup>12</sup>
  - Vessels with a certificate of tonnage, but which do not call via the sea and are subject to the inland shipping regulations on waste (inland/seagoing vessels);
  - Seagoing vessels, arriving from the sea in transit to the hinterland, and vice versa, with no loading/unloading activity in the port and staying at the first berth in the port for no more than two hours (vessels in transit);
  - Seagoing vessels that leave the area after having made a first call, that pay an indirect fee and that do not call at any other ports in the meantime, are entitled to make two deliveries within seven days from the time of the first call in accordance with the applicable waste delivery entitlement, regardless of the number of calls. At the end of the seven days after the first call, a new fee must be paid and the delivery entitlement will enter into effect again;
  - Seagoing vessels, which sail from the sea to the dock or shipyard: their ship-generated waste is not covered by the indirect funding scheme but by the direct funding scheme due to special circumstances. The shipyard itself must provide facilities for the disposal of waste generated by all activities at the yard in accordance with environmental legislation;
  - Seagoing working vessels and service vessels within the area, such as dredgers, sounding vessels and tugs, used to provide a service to the shipping industry or to maintain the waterway infrastructure within the Rotterdam-Rijnmond area;
  - Seagoing vessels that are pontoons without accommodations and vessels under construction (hulls).
  - Offshore vessels and installations, such as drilling and work platforms and other vessels carrying out offshore work on mining, pipe and cable installations and wind farms, within the Dutch economic area.
- As this category applies to all seaports, please refer to the general section above for further explanation (Table 1).

#### **5.4. Structure of the indirect funding system: indirect fee, delivery fee and reimbursements**

The most up-to-date rates (levies and delivery fees/reimbursements) can be viewed on the website [www.portofrotterdam.com](http://www.portofrotterdam.com).

The fees and delivery fees/reimbursements (Annex 4) with regard to indirect funding that are in force as of 1 January 2023 are described below.

##### **The indirect fee**

The legislation includes the following passage on setting the fee amounts:

The indirect fees may vary according to the following factors:

- a) the category, type and size of the ship;
- b) the provision of services to ships in the port outside of normal working hours; or
- c) how hazardous the waste is.

Indirect fees are reduced for certain types of trade (short sea shipping) and for ships that manage waste in a sustainable and environmentally-friendly way.

As the delivery fee for Annex I (including Annex IV and VI) differs from the delivery fee for Annex V, the indirect fees have been split into two parts, which are added together: an Annex I fee and an Annex V fee, which cover at least 30% of operating costs and 100% of operating costs, respectively. In order to cover the management costs of the port manager, a fixed amount is set aside per total indirect fee levied. As of 01/01/2023, this amount is €20.

When setting the Annex I and Annex V indirect fees, the starting point is a fixed basic amount to cover logistics costs plus a variable amount, depending on the gross tonnage (GT) of the vessel, to cover

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<sup>12</sup> Recreational craft do not berth in the commercial seaports, but moor in the marinas present in the area, for which specific marina arrangements have been made. This puts recreational craft outside the scope of this Port Waste Reception and Handling Plan.

the volume of waste. The amount is capped based on static data on costs and waste delivery patterns from previous years. This data shows that, in general, all ship types can be charged in the same way, except for those belonging to the offshore industry. This is because offshore has an erratic and unpredictable pattern, which means it is exempted from the indirect funding system.

### Environmental discount.

The EC has set via an implementation act (EC 2022/91) an extensive palet of possibilities on reduction possibilities. As this is an implementing act, the ports must comply and, as a result, the existing discount scheme must be amended. The criteria are set by the EU and cannot be deviated from, but the discount that a port can grant to the criteria can be determined individually per port.

The criteria and the proposed reduction percentages are:

Criterion	Possible means of inspection <sup>13</sup>	Perc <sup>14</sup>
On-board segregation in accordance with Resolution MEPC.295(71) and ensured delivery to adequate port reception facilities that comply with Article 4(2)(d) of Directive (EU) 2019/883.	Green Award, ISO 21070, Blue Angel, Green Marine, Waste Delivery Receipt, Vessel Specific Garbage Management Plan approved by vessel's classification society, ISO 14001 Environmental Management System	5%
Environmentally sustainable purchasing policies (reduction of packaging materials such as bulk packaging and avoiding single use plastic)	Green Award, ISO 21070, Blue Angel, Green Marine, Vessel Specific Garbage Management Plan approved by vessel's classification society, ISO 14001 Environmental Management System.	5%
Use of alternative fuels <sup>15</sup> and other energy sources during voyage to port of call or at berth (e.g. shore side electricity, wind, solar)	Green Award, bunker delivery notes, oil record book, class or statutory certification, Ship Energy Efficiency Management Plan (SEEMP)	10%
Use of a White Box System < 5ppm (to control and monitor the bilge water discharge from the vessel)	Klassecertificaat, type goedkeuringsdocumenten	2%
Oily water separator (OWS) < 5 ppm	Class certificate, type approval documentation, Green Award, CSI, Green Marine, Blue Angel	2%
OWS < 5 ppm + alarm system and automatic stop for ships < 10 000 GT	Class certificate, type approval documentation, Green Award, CSI, Green Marine, Blue Angel	2%
Ship does not use oil filtering equipment for discharges, but segregates all bilge water and sludge and subsequently discharges them to port reception facilities	Oil record book, waste receipts	2%
Sewage treatment system in compliance with International Maritime Organisation Resolution MEPC.227(64) for all vessels, except for passenger ships when operating in Special Areas covered by Annex IV to the MARPOL Convention	EU declaration of conformity in accordance with Directive 2014/90/EU of the European Parliament and of the Council <sup>16</sup> , or class certificate. In addition, regular in use verification by independent verifier.	2%
Ship does not discharge any sewage into the sea and delivers all of its untreated and/or treated sewage and/or sewage	Waste disposal receipts	2%

<sup>13</sup> Additional schemes may be accepted by which ships can demonstrate that they comply with the criteria.

<sup>14</sup> Percentage may be different per port

<sup>15</sup> a.o. elektricity; hydrogen; biofuels; synthetic and paraffinic fuels; CNG; LNG and LPG.

<sup>16</sup> Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ L 257, 28.8.2014, p. 146).

sludge to port reception facilities		
On-board reuse and recycling <sup>17</sup>	ISO 21070, Green Marine, ISO 14001 Environmental Management System.	0%

The first two criteria are mandatory if applied for: waste separation or a sustainable purchasing policy. These are fairly 'soft' criteria which a ship can easily meet.

The other eight criteria must be checked on board and are therefore less easy to check in advance by the ports and the Green Award Foundation will be able to check this independently on board the ship. The reason for choosing the Green Award Foundation is because a number of criteria also correspond to the checks and inspections for the Green Award Certificate that the Green Award Foundation already certifies.

The Green Award Foundation will test the criteria as follows:

- There will be a special certificate on which a pass/fail will be shown for each criterion.
- On the basis of meeting one of the first two criteria, a discount of 5% is granted, i.e. 10% for both criteria.
- For the third criterion (propulsion on alternative fuels) a 10% discount is granted.
- On the basis of the other six criteria, a percentage of 2% is determined for each criterion.
- Maximum discount percentage on the waste contribution that can be achieved is therefore: 10 + 22 = 32%
- The Green Award Foundation takes care of the delivery of the data to PoR.
- The costs of testing the criteria lie with the shipowner.
- Ships are physically inspected before issuing a certificate by the Green Award Foundation, If no inspection is possible due to circumstances, the inspection takes place administratively with a temporary certificate, whereby a physical inspection takes place within one year.
- The cost of the certificate is € 625 (within ARA) and € 965 (outside ARA),
- The cost of obtaining a certificate is paid for by the ship owner/operator.
- The certificate is then valid for 3 years, after which re-certification takes place.
- Green Award provides a document on how the items are checked.

Short sea vessels are charged within the ships funding model in line with the general conditions. Vessels qualifying for the Short Sea rate receive a 5% discount on the waste fee.

If ships are eligible for both discounts, the short sea shipping discount is calculated first, followed by the environmental discount for the use of LNG/MDO.

### Indirect fees

The fee consists of a fixed fee and (variable) fee per Gross Tonnage (per 1-1-2024):

Waste fee: €200 + €0.035 per GT up to a maximum of €1,700 (max ca. 42,850 GT)  
Discount Short Sea: 5%  
Environmental discount: 20%

PoR collects the indirect fee at the same time as the seaport dues for all port managers in the R-R port region. The indirect fee is shown separately on the receipt. To cover the administrative costs, PoR will retain €20 per paying vessel.

<sup>17</sup> This criterion will not be part of the evaluation at this moment).



## Delivery reimbursement (to collector)

### Annex I

The Annex I reimbursement for a ship consists of a fixed and a variable fee per m<sup>3</sup>. There is a maximum reimbursement based on the maximum storage capacity of sludge and bilge in m<sup>3</sup> as stated on the supplement to the IOPP certificate.

A reimbursement of **€200 + €30**<sup>18</sup> per m<sup>3</sup> collected applies to the collection of ship-generated waste, Annex I liquid residues from the engine room, i.e. used oil, sludge and bilge water for all seagoing vessels, regardless of their GT size, where:

- the total m<sup>3</sup> collected for the ship concerned, as indicated on the S-form(s) rounded off in tenths of m<sup>3</sup>;
- the maximum reimbursement is based on the ship's maximum engine room storage capacity in m<sup>3</sup>, as indicated on the supplement to the International Oil Pollution Prevention Certificate (IOPP);
- for Annex I, the reimbursement is paid only once per visit to the port reception facility chosen by the shipping company or shipping agent.

The reimbursements are visibly deducted from the total invoice sent by the port reception facilities to the ship/shipping agent.

### Annex IV and VI

The delivery reimbursement for Annex IV and Annex VI waste is set at € 0 and the cost of delivery is therefore not reimbursed to port reception facilities from indirect fees. Instead a direct payment is made by the ship to the port reception facilities. However, these costs are included in the calculation of the annual minimum indirect funding percentage of 30% for Annex I, IV and VI collectively. As there is no general discharge ban for Annex IV in the North Sea region and Annex VI waste streams are very small, this has a very limited impact on the total collective cost of these streams.

### Annex V

With the implementation of Directive 2019/883 via the PPSA, the Annex V delivery fee was set at 100%, with a number of caveats. There is a maximum delivery fee based on the maximum storage capacity in m<sup>3</sup> for Annex V, as reported in the garbage management plan of the ship.

An important legal principle is that indirect funding should make it less attractive to discharge ship-generated waste into the sea during the voyage to the port in question. However, the payment of the indirect fee owed for one call to the port does not entitle the ship to deliver unlimited amounts of Annex V ship-generated waste if the next voyage will only take place after a longer period of time (one week, several weeks, months). The waste delivery entitlement is therefore valid for a period of **seven** days. Upon arrival at the first berth, a ship has the right to deliver Annex V ship-generated waste for a maximum of **seven** days.

In addition, to allow for delivery on arrival (especially after a long journey) and before departure (e.g. after delivery of stores) as part of the waste delivery entitlement, the number of Annex V waste deliveries is set at a maximum of **two** collections within the stipulated period of 7 days, as part of the same call.

From the 8<sup>th</sup> day onwards, the ship pays for the delivery of waste as if it had exceeded the maximum storage capacity (i.e. direct fee).

Within the framework of the Green Deal on Ship-Generated Waste Chain, the collection of clean packaging plastic, which is left over after the delivery of stores, is always reimbursed if the plastic is simultaneously taken back according to a procedure established by the port manager.

### Service times

Additional costs due to work outside regular service hours (every day from 07:30 to 17:00) are not covered by the delivery fee and will be settled by the port reception facilities with the ships via a direct invoice. The arrangement for delivery outside of normal working hours does not apply to loading and unloading gas tankers or to ships arriving and departing on the same day outside of regular service hours; in these cases, the costs are reimbursed from the indirect fee. As well as the fixed service

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<sup>18</sup> All rates related to the delivery fees (reimbursements) are exclusive of VAT.

times, there is always a fixed amount of time allotted per ship by the collection company; **half an hour** (30 min) per collection. After this time, the collection company may charge a fee for the overtime, which is **directly** invoiced to the ship.

#### Exceptions

Some types of waste that are unusual and/or are not generated through the normal operations of the ship have been excluded from the indirect funding in consultation with the industry:

- Waste related to cargo.
- Waste related to decontamination of cargo (fumigation)
- Lithium batteries
- Refrigerant gas cylinders and other gas cylinders (delivered in very poor condition and not inspected)
- Full IBC Containers (1000 l) with fire-extinguishing liquids
- Asbestos
- Segregation materials contaminated with cargo residues
- Waste produced in an emergency (e.g. after fire or water damage)
- Radioactive waste from measurement activities
- Waste that is not usually delivered by ships: construction and demolition waste, parts of the ship's structure or tools, etc.
- Ships delivering more waste than the prescribed maximum capacity (according to the garbage management plan).
- Emergencies, e.g. in case of fire damage/leaks, etc.
- Land flows from drilling rigs, and/or transported by offshore working vessels;
- Sample bottles with cargo residues (not from bunker oil)
- Disinfectant residues (fumigation)
- Extinguishing foam
- Cleaning residues from tankers/offshore ships in packaging

#### **Annex V, passively fished waste**

This is 100% within the scope of the delivery entitlement of the fishing vessels concerned; fishing vessels will not be charged for this waste if they bring the waste on land.

### **5.5. Reimbursements to port reception facilities**

#### Annex I

The reimbursement paid by the port manager for the waste is the same amount as the delivery reimbursement, in accordance with the aforementioned guidelines. As of 01/01/2023, this reimbursement is **€200 + €30** per m<sup>3</sup> of sludge, bilge or used oil collected.

In most cases, a direct fee will also be charged to the ship/shipping company by the port reception facility.

#### Annex IV

This type of waste is not reimbursed via indirect funding because most ships discharge Annex IV waste at sea. Only a small proportion of ships that stay in the port for a longer period of time and cannot meet the port discharge requirements must therefore deliver Annex IV waste. It is unreasonable to demand that all ships contribute to this.

#### Annex V

Annex V falls entirely under indirect funding.

In consultation with the collection industry, a reimbursement per collection, per waste type and per quantity has been agreed upon. The exceptions and guidelines were also discussed, as stated under the delivery fee for Annex V. The reimbursements for Annex V are listed in annex 3 of this Port Waste Reception and Handling Plan. This list is revised yearly.

#### Annex V, passively fished waste

The passively fished waste in the fishing industry is a separate stream and is 100% funded. The port manager pays a fixed annual reimbursement to an organisation that arranges the collection and processing of this specific waste stream through a contracted collector.

#### Annex VI

This is not reimbursed from indirect funding. These waste streams are minimal or are excluded from indirect funding (waste from exhaust gas cleaning systems) in accordance with legislation. Only a small proportion of ships deliver Annex VI waste. It is unreasonable to demand that all ships contribute to this.

#### Active and licensed port reception facilities

Port reception facilities that possess the required licences, both national and local, for collecting waste from ships and that wish to be eligible for reimbursement based on the indirect funding for Annex I and V, can register to be part of a so-called Open House arrangement. Open House means that the port manager determines and publishes a reimbursement per collection, type and volume, for which companies can register.

If all the conditions are met, the port manager enters into an agreement with the relevant port reception facility, setting out the financial obligations, guidelines and duration of the agreement between the parties.

For the most up-to-date rates for Annex V reimbursements to port reception facilities, please consult the Open House publication and the [portofrotterdam.com](http://portofrotterdam.com) website.

## 6: Port reception facilities

### General

#### 6.1. Statutory regulations

The statutory regulations that apply to port reception facilities are:

- Article 4 of the new Directive
- Articles 6 and 6c of the PPSA
- Article 2a of the Port Reception Facilities Decree
- Article 5 of the Port Reception Facilities Regulations
- Article 39 of the Prevention of Pollution from Ships Regulations

#### 6.2. Summary of statutory regulations

Member States shall ensure the availability of adequate port reception facilities with the necessary capacity to receive the types and quantities of waste from the ships that usually call at the port. This may also mean that those operating a loading or unloading berth or shipyard are required to provide adequate port reception facilities.

Member States must ensure that the rules for delivery are such that ships are not unduly delayed and that the indirect fee is set to an amount that does not deter ships from delivering the ship-generated waste. In addition, the port reception facilities must manage the waste delivered in an environmentally-friendly manner – reuse and recycling, sorting waste, etc.

Operators of unloading berths located in ports, which have been designated and where ships discharge noxious substances, shall make such arrangements as to enable such ships to empty their cargo tanks completely.

### Specific to the Rotterdam-Rijnmond port region

#### 6.3. Capacity needs: number of seagoing vessels, types and gross tonnage breakdown

Over 28,000 port calls are made by seagoing ships to Rotterdam each year, amounting to a throughput of over 469 million tonnes. The breakdown by cargo type is shown in Table A below:

Cargo type	Quantity in type of freight (in million MT)
Dry bulk	78.7
Liquid bulk	283.3
Breakbulk	30.9
<b>Total</b>	<b>468.7</b>

Table A: Proportion of cargo types in the year 2021<sup>19</sup>

Table B<sup>20</sup> below gives an overview of the total number of seagoing ships and the number of seagoing ships paying a waste fee in the Rotterdam-Rijnmond port region, which fall under the PPSA and the Port Waste Reception and Handling Plan (PWRHP).

Number of PWRHP port calls	Year			
	2018	2019	2020	2021
Ships	29,476	29,491	28,169	28,876
Paying ships	20,253	20,420	19,000	20,220

Table B: 2018-2021

<sup>19</sup> Source: visit data Harbour Master's Division of the port of Rotterdam.

<sup>20</sup> Source: Datawarehouse of Port of Rotterdam

#### 6.4. Capacity needs: delivery of ship-generated waste and cargo residues

Each port manager is responsible for correctly estimating the required capacity of port reception facilities in its port under Article 6(1) of the PPSA.

In this Port Waste Reception and Handling Plan, the 2018-2021 delivery figures have been used to determine the required capacity and to estimate the amount of ship-generated waste (Annex I, IV and V) and cargo residues (Annex I, II and V) that will need to be received. These figures are listed below in Tables D to H.

*Table D. Delivery figures for Annex I and V ship-generated waste in m<sup>3</sup>, Rotterdam-Rijnmond port region for the years 2018-2021.*

Quantity delivered			Year			
Ship-generated waste or cargo residue	Annex	Unit	2018	2019	2020	2021
Ship-generated waste	I	m <sup>3</sup>	84,546	105,173	100,359	58,279
	IV	m <sup>3</sup>	3,473	5,646	18,350	28,910
	V	m <sup>3</sup>	55,127	72,295	91,649	69,616
<b>Total</b>			<b>145,164</b>	<b>185,133</b>	<b>212,378</b>	<b>158,826</b>

Table D shows that the delivery of Annex I, IV and V ship-generated waste has decreased over the past four years in the Rotterdam-Rijnmond port region.

Small hazardous waste is recorded in m<sup>3</sup>. In the Rotterdam-Rijnmond port region, the following additional quantities were collected:

*Tabel E. Delivery figures for small hazardous waste in m<sup>3</sup>*

Quantity delivered				Year			
Small hazardous waste (SHW)	Ship-generated waste	Annex	Unit	2018	2019	2020	2021
<b>Total</b>	Ship-generated waste	V	m <sup>3</sup>	4,026	6,783	7,690	6,962

Table E shows that the delivery of Annex V SHW has been stable in recent years.

*Tabel F. Delivery figures of Annex I, II and V cargo residues in m<sup>3</sup> for the years 2018-2021.*

Quantity delivered				Year			
North Sea Canal area	Ship-generated waste or cargo residue	Annex	Unit	2018	2019	2020	2021
	cargo residue	I	m <sup>3</sup>	197,234	182,144	217,486	150,620
		II	m <sup>3</sup>	14,404	13,822	8,513	31,015
		V	m <sup>3</sup>	10,893	20,942	10,466	46,279
<b>Total</b>			m <sup>3</sup>	<b>224,549</b>	<b>218,927</b>	<b>238,485</b>	<b>229,935</b>

Table F shows that the delivery of Annex I, II and V cargo residues was variable. With the increase in tankers with a pre-wash obligation, more wash water was delivered in 2021.

Table G. Percentage of ships delivering ship-generated waste in the years 2018-2021

% port calls with delivery of waste	North Sea Canal area	Cargo residue or ship-generated waste	Annex	Unit	Year			
					2018	2019	2020	2021
		Ship-generated waste	I	%	24%	16%	27%	25%
			V	%	57%	62%	60%	59%

Table G shows that the % of ships delivering waste compared to ships subject to the PWRHP remained fairly constant in the years 2018-2021.

Table H below shows the number of deliveries per Annex (ship-generated waste and cargo residue).

Number of waste delivery port calls				Year			
North Sea Canal area	Ship-generated waste	Annex	Unit	2018	2019	2020	2021
	Ship-generated waste	I	Number	6,168	5,969	6,046	4,742
		IV	Number	188	214	337	65
		V	Number	86,104	112,296	120,014	104,452
	Cargo residues	I	Number	944	990	1,231	820
		V	Number	6,767	9,143	462	18,185

Table H. Number of deliveries of ship-generated waste and cargo residue by ships in the years 2018-2021. Note that one ship may make multiple deliveries per port call.

## 6.5. Capacity needs: current and future capacity of port reception facilities

The Directive contains a number of changes: these include amendments to the cost structure, which will potentially affect the amount of ship-generated waste delivered.

Collected volumes are not expected to increase significantly, and the available capacity is likely to be sufficient.

Considering that the number of port reception facilities in the port area has remained stable in recent years, it can be concluded that there are sufficient port reception facilities in the port area for all types of ship-generated waste and cargo residues. This is also supported by the fact that, in recent years, no complaints have been received about the available capacity or any unnecessary delays.

In the port area, any port reception facility that complies with the rules laid down by public law can collect waste from ships. These port reception facilities must have an operational licence from the port manager under the 2020 Rotterdam Port By-Laws. In addition, in order to collect the ship-generated waste covered by indirect funding, an agreement must be concluded with the port manager.

An overview of the currently licensed port reception facilities, indicating the waste to which the operational licence applies, can be consulted on the Port Authority's website: ([www.portofrotterdam.com](http://www.portofrotterdam.com)).

The licence is valid for all ports in the port region. Many licence holders possess both vehicles and vessels for collecting waste.

In this Port Waste Reception and Handling Plan, the desire is to maintain a free market with regard to ship waste streams. So far, the free market situation has not resulted in a lack of collection capacity and creates a sufficiently attractive environment in which businesses can operate.

If circumstances change or if there are other reasons to adopt a different way of working, such as implementing a tender process for ship-generated waste, this will be communicated in a timely manner by or on behalf of the port managers.

## 6.6. Rules for port reception facilities

### *Licences*

An operator of a port reception facility must have an operational licence in accordance with the provisions of the Port By-Laws. There are operational conditions and regulations attached to such a licence. The procedure and instructions on how to apply for this licence can be found on the Port of Rotterdam Authority website ([www.portofrotterdam.com](http://www.portofrotterdam.com)).

This licence exists alongside the national collection permit (Environmental Permit) and aims to ensure the uniformity and quality of the facilities and streamline the methods of operation and administration. The regulations primarily concern making (operational) notifications, submitting S-forms, transparency regarding rates and the duty to be available 24/7.

When licencing port reception facilities, the principle of free competition is observed. Only the port reception facilities that meet the aforementioned requirements and quality criteria will be designated.

To comply with European reporting obligations, the port reception facility is registered on SafeSeaNet by the Human Environment and Transport Inspectorate. The port manager shall compile a list of all port reception facilities operating in its port and provide this list to the Human Environment and Transport Inspectorate. The port manager ensures the list is kept up to date and submits changes to the Human Environment and Transport Inspectorate annually.

In addition, Article 6d(7) requires the port manager to conclude an agreement with the operator of a port reception facility on the ship-generated waste to be delivered. This agreement primarily includes financial provisions.

### *Green Deal Ship-Generated Waste Chain*

Licences issued after 2014 include quality criteria on sorting and processing the collected ship-generated waste (especially synthetic materials and plastic). These additional requirements stem from the Green Deal Ship-Generated Waste Chain of 10 September 2014, supported by the port managers of the Dutch seaports. These requirements will be maintained, however, the financial component (free delivery of clean plastic) will end with the implementation of the new Directive.

*“The ambitions laid out in the Green Deal Ship-Generated Waste Chain will be applied by establishing quality requirements for port reception facilities. This Green Deal contributes to the Netherlands’ obligations within the Marine Strategy Framework Directive and to the implementation of the Plastic Cycle Chain Agreement of 12/11/2013, and therefore aligns with the aspirations of the government and other relevant parties to transform our economy into a circular economy through a green growth strategy.”* The full text of the Green Deal Ship-Generated Waste Chain can be consulted at <https://www.greendeals.nl/green-deals/scheepsafvalketen>

### *Verification*

Within six months following the end of each calendar year, the licence holder with whom an agreement has been concluded shall submit to the Port of Rotterdam Authority an auditor’s report for the past calendar year. If a port reception facility receives an annual reimbursement of €100,000 or more, this should be an auditor’s opinion. If the port reception facility receives an annual reimbursement of less than €100,000, a compilation report is sufficient. This auditor’s report should be prepared in accordance with the ‘Guidelines for auditor’s reports in the Port Waste Reception and Handling Plan’<sup>21</sup>. These guidelines will be made available to the licence holder with whom PoR has concluded an agreement. On the basis of these reports, the port manager determines whether the reimbursements paid correspond to the amounts to which the holder of the port reception facility is entitled.

These matters are arranged in the agreement that the port manager concludes with the port reception facility.

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<sup>21</sup> See Annex 3

## **7: Processing**

The final process in the waste stream is the processing of the ship-generated waste and/or harmful substances and residues thereof. This chapter discusses the procedures to be followed and the responsibilities of the parties.

### **General**

#### **7.1. Procedure for processing ship-generated waste and harmful substances and residues thereof**

In a number of Dutch seaports, including the Rotterdam-Rijnmond port region, several companies have pre-treatment facilities. These are generally the companies that have permanent waste reception facilities. Pre-treatment plants are subject to environmental legislation or rules set under this legislation.

Delivery of ship-generated waste shall be considered as release for free circulation as referred to in Article 79 of Regulation 2913/92/EEC establishing the Community Customs Code.

The responsibility for supervision of a proper transfer from the port reception facility to the processor does not lie with the port manager and is outside the scope of this plan. Please refer to the relevant licenses of the processors and the relevant articles in the Ministry of Infrastructure and Water Management's National Waste Plan.

The environmental health checks on collection, transport, temporary storage and processing are carried out by other government departments, such as the Province of Zuid-Holland, Environmental Departments, the Ministry of Infrastructure and Water Management, the Police and Rijkswaterstaat.

#### **7.2. Responsibilities of the port reception facility**

The port reception facility offers the collected waste to a processor of ship-generated waste and harmful substances or residues thereof, which holds the licences required for processing. The port reception facility must provide an auditor's report on the collection and processing in a timely manner (verification, see 6.6). The port reception facility will receive a final reimbursement of the processing costs only after this verification has taken place (Article 6d(8) PPSA). Provisional fees will be paid to the port reception facility after submitting the necessary forms (S-form).

#### **7.3. Responsibilities of the processor**

The processing of ship-generated waste and harmful substances and residues thereof, including sorting and segregating, is carried out in accordance with environmental regulations. The authority to grant licences and oversee the processing does not lie with the port manager, but with the environmental department, among others.



## 8: Notification and registration

### General

#### 8.1. Statutory regulations

The statutory regulations that apply to notifications and registration are:

- Article 6 of the Directive
- Articles 6b, 6c and 12a of the PPSA
- Article 1a of the Port Reception Facilities Decree
- Article 3 of the Port Reception Facilities Regulations
- Articles 6, 6a and 8 of the Shipping Reporting and Communication Regulations

In the implementation of the Port Waste Reception and Handling Plan, three types of notifications are defined: prior notifications, operational notifications and a delivery notification. These notifications should be recorded and retained.

#### 8.2. Summary of statutory regulations

The operator, agent or captain of a ship must complete a form (prior notification of waste) before the ship arrives at the port. In principle, this should be done 24 hours before the time of arrival. The matters that must be reported are laid down in the Vessel Traffic Monitoring and Information System Directive and the PPSA.

The information in the prior notification of waste is reported electronically. This obligation is established in the Shipping Reporting and Communication Regulations.

In order to ensure a smooth process from notification to processing, a prior notification is not enough. Two operational notifications (start and end of collection) and a notification of delivery are also required.

The operator of a port reception facility shall provide the port manager with information on the quantities of ship-generated waste delivered to it, which are required for reporting (data on quantities of ship-generated waste delivered to the port; the port manager is obliged to keep records).

The operator of the port reception facility shall inform the port manager of the start and end of the collection of ship-generated waste and/or harmful substances and residues thereof from a ship.

After receiving the ship-generated waste, the operator of a port reception facility shall provide a waste receipt to the captain of the ship. The captain submits this receipt electronically to SafeSeaNet (SSN).

*This electronic notification is facilitated by the port manager (or harbour master).*

*The operator of a port reception facility shall report every completed delivery to the port manager without delay.*

#### **Specific to the Rotterdam-Rijnmond port region**

#### 8.3. Prior notification procedure for port calls and the registration

The captain, shipowner or agent of a ship bound for a port makes a true and accurate electronic declaration of the waste on board through Portbase's Port Community System. Please see:

<https://www.portbase.com/en/services/notification-waste-disposal/>

The following requirements must be met when submitting an electronic prior notification:

- a) At least 24 hours prior to arrival<sup>22</sup>, when the port of call is known, or
- b) as soon as the port of call is known, if this information is available less than 24 hours before arrival, or
- c) at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

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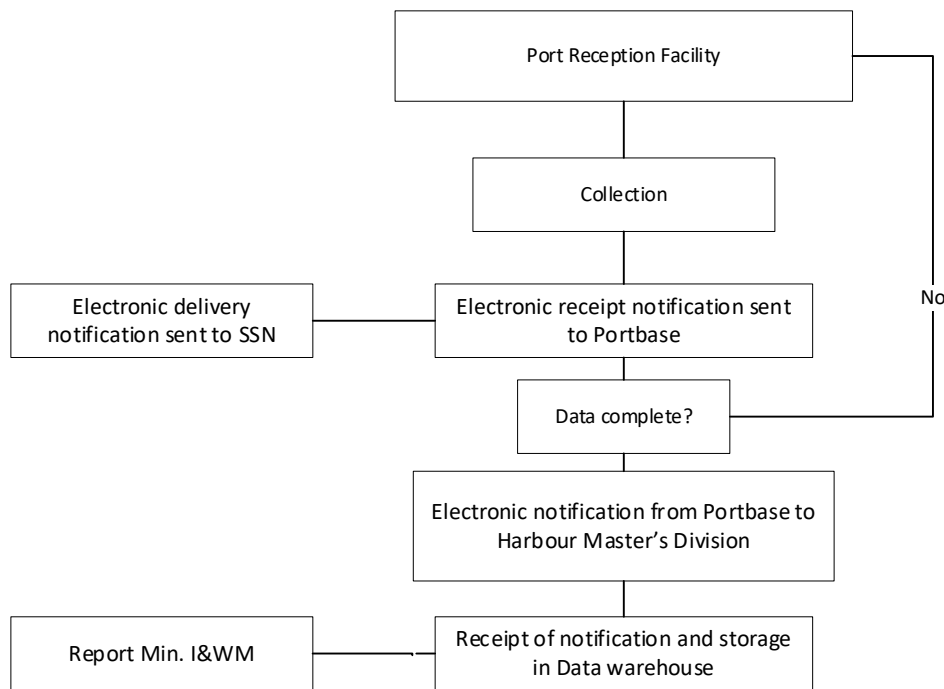
<sup>22</sup> the term arrival should be understood as an Estimated Time of Arrival (ETA).

#### 8.4. Procedure for operational notification and port reception facility and the registration

The port reception facility shall notify the Harbour Master of the start and end of the collection of the ship-generated waste and/or harmful substances and residues thereof from a ship through an operational notification in accordance with the port reception facility licence.

These operational notifications are recorded in the Port Management Information System (Hamis).

The port reception facility must complete the legally required delivery form when concluding the collection of ship-generated waste and harmful substances and residues thereof. The form is signed by the captain and by the port reception facility.<sup>23</sup>The port reception facility then reports the collected waste to the port manager (or harbour master) in the prescribed electronic manner.



*Procedure: Delivery notification via S-form*

#### 8.5. Responsibilities regarding notification and registration

This section describes the responsibilities of the ship, the port reception facility and the port manager.

##### 8.5.1 Responsibilities of the ship

The captain or agent sends a prior notification. This information is retained by the ship or the shipping agent at least until the ship calls at the next port. The data of the actual delivery (by means of a waste delivery receipt (S-form)) shall be kept on board the ship at least until arrival at the next port and shall be made available to the competent authority upon request. The captain also ensures that the waste delivery receipt is electronically forwarded to SSN (via the collector and Portbase).

<sup>23</sup> When entering quantities of liquid waste in m<sup>3</sup> on the S-form, in the event of a dispute between the captain and port reception facility regarding the quantity, the tonnage measurement of the tanks on the collection vessel/vehicle will take precedence. Similarly, for solid waste, the physical amount of collected waste from the seagoing vessel on board the collection vessel/vehicle takes precedence.

#### **8.5.2 Responsibilities of the port reception facility**

The port reception facility sends an operational (electronic) notification to the harbour master via Portbase at the start and end of collection. The port reception facility shall electronically report to the Harbour Master the actual quantity of ship-generated waste and harmful substances and residues thereof delivered by a ship. The port reception facility shall retain the data for at least five years.

#### **8.5.3 Responsibilities of the port manager**

The port manager has co-responsibility for ensuring the presence of (ICT) systems that facilitate notifications and registration.

#### **8.5.4 Responsibilities of the Harbour Master's Division of the port of Rotterdam**

The Harbour Master's Division of the port of Rotterdam receives the prior notification, the collected waste (S-form + invoice) and the financial settlement and carries out the necessary checks.

## 9: Exemptions/waivers

### General

#### 9.1. Statutory regulations

The statutory regulations that apply to exemptions and waivers are:

- Article 9 of the Directive
- Articles 6d, 12a and 12b of the PPSA
- Articles 9b and 9c of the Port Reception Facilities Decree

#### 9.2. Summary of statutory regulations

There are three types of exceptions to the statutory rules: exceptions established by law, waivers and exemptions.

First, there are the exceptions to the set rules established by law. E.g. Article 3 PPSA, which sets out to which ships the law does not apply, or Article 9b of the Port Reception Facilities Decree (exemption from the duty to deliver). An exemption is when there is an exception to the legal rules for a particular category of cases, whereas a waiver always pertains to a specific case (e.g. a ship that does not need to notify). In the case of an exemption or waiver, a decision must be made to grant the exemption or waiver.

The Directive provides for the possibility that a ship participating in scheduled traffic and making frequent and regular port calls may be exempted from the prior notification of waste and/or duty to deliver and/or from the obligation to pay an indirect fee, provided that the ship meets the requirements (e.g. that an arrangement has been made to ensure that the waste is delivered and the fees are paid at a port located on the ship's route). The ship receives an exemption certificate. Article 9c of the Port Reception Facilities Decree provides for this by permitting the provision of a waiver.

Furthermore, a ship does not have to deliver waste if the ship has sufficient storage capacity for all the waste it carries (and also sufficient capacity to reach the next port).

#### 9.3. Waivers

##### *Shipping lines*

For ships making frequent (at least once every fortnight) calls to the port and regularly calling at other ports, the notification, delivery and payment obligations may impose a disproportionate burden.

The Minister of Infrastructure and Water Management may, at the request of the representative, grant the ship a full or partial waiver that exempts it from the duty to deliver if:

1. there is sufficient proof that arrangements have been made for the delivery of ship-generated waste at a scheduled port of call.
2. the waiver does not adversely affect marine safety, health, life or working conditions on board or the marine environment.

A waiver may be granted subject to restrictions or further requirements. The new Directive adds that the delivery port must not object to the waiver. The Human Environment and Transport Inspectorate ensures that all ports on the ship's route are notified of the waiver.

In the Port Reception Facilities Decree, this is articulated as follows:

Artikel 9c.

1. Our Minister may, at the operator's request, grant a ship a full or partial waiver in accordance with the provisions under or pursuant to Articles 6d, 12a or 12b of the Act if:

a. the ship participates in scheduled traffic and makes frequent and regular port calls;

b. the operator has made arrangements to ensure that ship-generated waste is delivered and fees are paid at a port on the ship's route, which:

1° the operator demonstrates with a signed agreement with a port manager or a port reception facility and through waste receipts;

2° the operator has notified all ports on the ship's route of the existence of an agreement; and

3° has been accepted by the port where the delivery and payment take place, which may be a port inside or outside of the European Union and where it has been established, based on the information reported electronically to SafeSeaNet and in GISIS, that adequate port reception facilities are available; and

c. the waiver does not adversely affect marine safety, health, life or working conditions on board, or the marine environment.

To which also applies:

Article 1 (Port Reception Facilities Decree)

*frequent port calls*: a ship calling at the same port at least once a fortnight;

*scheduled traffic*: traffic based on a published or scheduled list of departure and arrival times between particular ports or recurring crossings that constitute a recognisable arrangement;

*regular port calls*: making repeated voyages with the same ship as part of a regular pattern between certain ports, or making a series of voyages without intermediate stops to and from the same port;

A ship wanting to qualify for a waiver must meet all the requirements:

- A sailing schedule with ports of call
- A contract with a waste collector at one of the ports listed on the sailing schedule
- The payment of a fee for the contract
- The ship calls at the ports for which it desires a waiver at least once every 14 days (= at least 26 times a year)

*Procedure for obtaining a waiver*

A (representative of a) ship may submit a request for a waiver for ships as referred to in Art. 34 of the PPSA to the Minister of Infrastructure and Water Management, at the Human Environment and Transport Inspectorate.

*Period of validity of waiver*

A waiver is granted for a fixed period not exceeding five years. The waiver is non-transferable and applies to the specific ship. The waiver may be revoked before the term expires if:

- the schedule or its frequency changes;
- the contract with the processor changes or expires;
- the ship has insufficient space to store the waste; or
- the ship is no longer compliant with the regulations under which the waiver was granted.

If any changes occur, the operator must immediately notify the Human Environment and Transport Inspectorate.

The Human Environment and Transport Inspectorate notifies the harbour master when the waiver is granted and revoked.

## 10: Supervision and enforcement

### General

#### 10.1. Statutory regulations

The statutory regulations that relate to supervision and enforcement are:

- From Article 10 onwards in the Directive
- Article 14(1) and (2) PPSA
- Article 8 Port Reception Facilities Regulations

#### 10.2. Summary of statutory regulations

The statutory regulations cover the inspection obligations – at least 15% of ships calling at the port are inspected. Member States report on the inspections electronically; Member States keep each other informed of inspections carried out. In the Netherlands, it is the Human Environment and Transport/Shipping Inspectorate that carries out the inspections as well as others appointed by the Minister of Infrastructure and Water Management.

#### *Specific to the Rotterdam-Rijnmond port region*

#### 10.3. Supervision of PPSA by HMD Amsterdam and Rotterdam

In addition to the Human Environment and Transport Inspectorate officials that act as the main supervisor, the inspectors of the Harbour Master's Division of the ports of Amsterdam and Rotterdam have been appointed as co-supervisors in their management areas.

Compliance with the duty to notify and deliver is verified under or pursuant to the PPSA regulations. These inspections take into account the European Enforcement Directive by selecting ships based on the Union's risk-based selection mechanism. If the results of this inspection reveal that there has been a non-compliance with the legal requirements, the competent authority shall ensure that the ship does not leave the port until it has delivered its waste to a port reception facility. To this end, criteria have been established that act as guidelines to assess the necessary available storage capacity for the ship's upcoming voyage.

An overview of the guidelines used to assess the mandatory delivery of ship-generated waste can be consulted in the Commission Implementing Regulation (EU) 2022/89 of 21 January 2022.

Next port of call	Annex I to the MARPOL Convention	Annex IV to the MARPOL Convention	Annex V to the MARPOL Convention	Annex VI to the MARPOL Convention
Next port of call is an EU-port or is in the 'Group of Additional Selected Ports'	50%	50%	25%	75%
Next port of call is not an EU-port, nor is it in the 'Group of Additional Selected Ports'	25%	50%	20%	25%

These duties are undertaken collectively by the supervisors:

- Supervisors conduct inspections if the risk analysis gives rise to this.
- The head supervisor carries out this inspection during a PSC inspection, flag state inspection or separate inspection.
- The co-supervisors can carry out this inspection during a pre-planned inspection or a separate inspection.

The Inspectors of the Harbour Master's Division of the port of Rotterdam perform these supervisory duties on behalf of the Human Environment and Transport Inspectorate within their management area as co-supervisors pursuant to Article 14(2) of the PPSA.

These co-supervisors have been formally appointed as supervisors by decree. This decree, the Appointing Persons to Supervise Compliance with the Prevention of Pollution from Ships Act Decree (Government Gazette 2012, number 5280, as subsequently amended), appoints these supervisors.

A co-supervisor operates under the direction of the main supervisor in accordance with the agreed division of duties and powers. The applicable conditions for this are laid down in a PPSA Cooperation Agreement implementing the Covenant on inspections on board seagoing vessels (Convenant inspecties aan boord van zeeschepen). This agreement was concluded in 2022. The cooperation agreement stipulates that these duties will be performed in accordance with an enforcement plan.

The supervision carried out by the co-supervisors is focused on the following two task areas:

- Inspection documents: under the powers conferred by the PPSA, the inspector has the ability to inspect vessel documents, as well as check them against the current situation on board;
- Supervision of delivery of waste from ships including cargo residues.

In addition, the Harbour Master's Division is authorised to verify the accuracy of declarations compared to the actual quantities and types of waste delivered by ships.

The Human Environment and Transport Inspectorate monitors compliance with environmental legislation for port reception facilities with mobile collection facilities (trucks and collection vessels). The province and environmental departments are responsible for supervising the setup of waste treatment plants and stationary collection facilities.

## **11: Organisational structure**

### **General**

There are a number of tasks arising from the PPSA relating to the collection of waste from ships. This chapter explains the roles of the various public parties involved.

In the context of the PPSA, the term 'port manager' is not further defined and described.

According to the explanatory memorandum to the PPSA, the manager is determined based on the facts and circumstances. In practice, this may be organised under public or private law. The Explanatory Notes to the statutory instruments adopted to date to implement the Annexes to the MARPOL Convention note that "the port manager is the local authority in whose area the port is situated and which is authorised to establish the necessary rules under public law to ensure daily operations run smoothly and that proper equipment is available in the port".

### **Specific to the Rotterdam-Rijnmond port region**

The implementation and supervision of the implementation of the Port Waste Reception and Handling Plan of the participating municipalities in the Rotterdam-Rijnmond port region is entrusted with the port manager and Harbour Master of the port of Rotterdam.

#### **11.1. Regional Port Waste Reception and Handling Plan**

To implement the provisions in the PPSA (Article 6a), the Rotterdam-Rijnmond port region has opted for a collective Port Waste Reception and Handling Plan to be drawn up by the designated ports on the basis of the Port Reception Facilities Regulations. A cooperation agreement has been drawn up in which the other municipalities give the Port Authority power of attorney regarding:

- Billing and collection of indirect waste fees (as well as the collection of seaport dues)
- PoR does not charge administration costs to the other municipalities
- Entering into service level agreements or contracts with port reception facilities
- Ensuring adequate port reception facilities
- Drafting the Port Waste Reception and Handling Plan
- Reimbursing the costs of collecting ship-generated waste

#### **11.2. Review, tabling and adoption**

Following internal agreement within PoR, the revision of the Port Waste Reception and Handling Plan was submitted to the relevant stakeholders in the Rotterdam-Rijnmond port region (shipping agents and port reception facilities). They had four weeks to submit their views. The Port Waste Reception and Handling Plan was subsequently made available for six weeks for inspection at the municipalities concerned.

The Port Waste Reception and Handling Plan was also submitted for adoption to the General Management of the Port of Rotterdam Authority (as mandated by the Municipal Executive of Rotterdam) and the Municipal Executive of Maassluis, Vlaardingen, Schiedam, Dordrecht and Moerdijk. Following this adoption, the Port Waste Reception and Handling Plan was submitted to the Minister of Infrastructure and the Environment (specifically the Human Environment and Transport Inspectorate) for approval.

#### **11.3.1 Port manager**

The main responsibilities of the port managers under the Rotterdam-Rijnmond Port Waste Reception and Handling Plan are:

- drafting and maintaining the Rotterdam-Rijnmond port region Port Waste Reception and Handling Plan;
- ensuring the presence of a sufficient number of adequate port reception facilities;
- receiving and registering and, if facilitated, forwarding the notifications required under this Port Waste Reception and Handling Plan;
- collecting fees to the cost of receiving and processing ship-generated waste;



- following receipt of a processing certificate, reimbursing the costs incurred through the processing of the ship-generated waste to the operators of port reception facilities with the collected fees;
- carrying out, in its role as executive administrator of indirect funding, checks on the accuracy of declarations compared to the actual quantities and types of waste delivered by ships.

#### **11.4. Performance of tasks**

The policy tasks are prepared or executed on behalf of the port managers by the Department of Harbour Master Policy, Policy and Legal Affairs of the Harbour Master's Division of the port of Rotterdam.

Executive tasks such as:

- receiving, registering processing and, if facilitated, forwarding notifications;
- handling the financial operations;
- providing information;

are carried out by the Harbour Master's Division of the port of Rotterdam.

## **12: Complaints and deficiencies**

Complaints and deficiencies may arise from inadequate port reception facilities. Complaints may be of an incidental or structural nature. This chapter describes the handling of complaints and deficiencies.

### **12.1. Statutory regulations**

The statutory regulations that relate to complaints are:

- Article 8 of the Port Reception Facilities Decree

### **12.2. Summary of statutory regulations**

A captain may submit a complaint regarding the inadequacy of the port reception facility. They can report this to the port manager through an established form (IMO form MEPC/Circ.469). The port manager reports the complaint to the Minister of Infrastructure and Water Management. The port manager shall provide the complainant with a reasoned response to the complaint, and shall also inform the Minister. If the complaint is lodged with the International Maritime Organization, this organisation will ensure that it reaches the port manager through the Minister. The complaint will be handled first by the port manager, then by the Minister, and finally by the IMO.

### ***Specific to the Rotterdam-Rijnmond port region***

### **12.3. Reporting complaints and deficiencies**

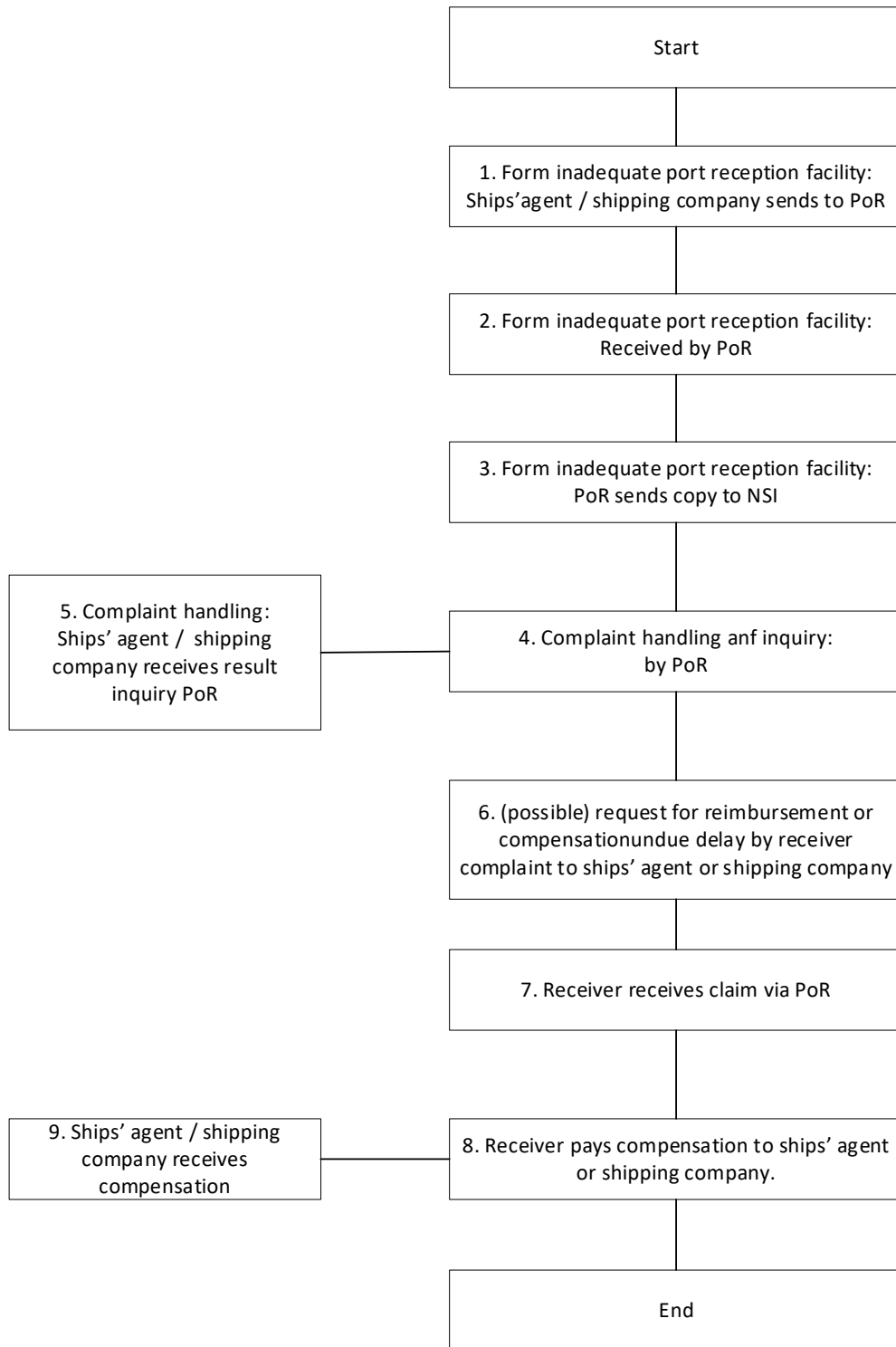
Complaints and deficiencies of port reception facilities can be reported to the Harbour Master's Division of the port of Rotterdam (HCC) using a report form. The IMO report form can be downloaded from the internet: [https://puc.overheid.nl/doc/PUC\\_1689\\_14/1/#31134](https://puc.overheid.nl/doc/PUC_1689_14/1/#31134).

### **12.4. Procedure for handling complaints and deficiencies**

The complaints procedure in this chapter is governed by Dutch law. You can see a diagram of the procedure below.

#### ***Handling***

The Harbour Master Policy Department of the Harbour Master's Division of the port of Rotterdam will investigate the complaint and/or deficiency on behalf of the port manager. An acceptable solution will be sought in consultation with all parties involved. If several similar complaints are received, the port manager will seek structural solutions in collaboration with the PWRHP sounding board group. Complaints requiring urgency (involving the obstruction of a ship's normal passage) are dealt with immediately and are discussed afterwards in the PWRHP sounding board group.



**Procedure 4. Complaints and deficiencies**

**Conclusion**

The reports, investigations and handling of all complaints and deficiencies are collected by the port manager and sent to the Human Environment and Transport Inspectorate. It presents the package of complaints and deficiencies, to the International Maritime Organization (IMO) and, where appropriate, to the flag state.

The inventory of complaints and deficiencies is aimed at providing insight into the inadequacies of the port reception facilities.

## **13: Communication and quality assurance PWRHP**

### **General**

#### **13.1. Statutory regulations**

The statutory regulations that relate to communication and quality assurance are:

- Article 5 of the Directive
- Articles 3 to 7 of the Port Reception Facilities Decree

#### **13.2. Summary of statutory regulations**

The drafting of a Port Waste Reception and Handling Plan is subject to statutory procedural rules. For example, the Directive specifies in detail which stakeholders should be involved: port users or their representatives, regional competent authorities, operators of port reception facilities, civil society, etc. Elements of the Port Waste Reception and Handling Plan, such as the location of port reception facilities, the list of waste managed by the port, a description of the waste delivery procedure, etc., should be publicly and easily accessible in the official language of the Member State and in another international language.

The preparation of the Port Waste Reception and Handling Plan is subject to the extensive preparation procedure under the General Administrative Law Act (Division 3.4).

#### **13.3. Collective plan/sounding board group**

To implement the provisions of the PPSA, the decision was made by the designated ports to draft a collective Port Waste Reception and Handling Plan for all seaports. In order to develop this, a national PWRHP sounding board group has been set up, which meets once a year.

This group has no powers. It is a consultative body in which the implementation of and changes to the plan and possible solutions to bottlenecks are discussed and prepared. The role of chairman of the sounding board group is fulfilled by a policy officer from the ministry.

### ***Specific to the Rotterdam-Rijnmond port region***

#### **13.4. PWRHP – consultation with users**

Once a year, consultations are held with port reception facility operators through bilateral talks or talks with several port reception facilities simultaneously. A meeting is also held at least once a year with representation from the shipping agents, as representatives of the ship operators. These consultations often concern rates and minor improvements to the working arrangements.

#### **13.5. Evaluation**

At least once every five years, there is a full review of the Port Waste Reception and Handling Plan to assess whether the plan still meets the requirements. The plan must be updated if there are relevant changes to the operational situation, rates or waste delivery fees, or to the relevant legislation. The input for this includes audits, reports and notifications of complaints and deficiencies. In addition, PWRHP consultations with users are an important source of input. Once every five years, the duration of the plan, the Port Waste Reception and Handling Plan is submitted to the Ministry of Infrastructure and Water Management for approval.

#### **13.6. Audits**

Internal audits may be carried out as part of the quality assurance. This audit reviews the internal and external organisation, procedures and communication in relation to this Port Waste Reception and

Handling Plan. The report sets out what works and does not work in practice and any improvements that could be made.

### **13.7. Publications**

The responsible advisor of the Harbour Master Policy Department ensures that the website [www.portofrotterdam.com](http://www.portofrotterdam.com) contains the most up-to-date information on the Rotterdam-Rijnmond port region Port Waste Reception and Handling Plan. The website should contain, at the least, the text of the plan, the current rates, a list of port reception facilities and the complaint forms.

### **13.8. Contact details**

For questions about:

- Operational licence for a port reception facility;
- Open House arrangement;
- Waivers and exemptions;

and other operational questions about the implementation of the PPSA, please contact the Harbour Master Policy Department of the Harbour Master's Division of the Port of Rotterdam Authority or contact the HCC on +31 (0)10-2521000 or by email: [hcc@portofrotterdam.com](mailto:hcc@portofrotterdam.com)

## Annex 1 Definitions

### PPSA

*ballast water*: water with suspended matter taken on board a ship to control trim, list, draught, stability or stresses of the ship;

*foreign ship*: a ship other than a Dutch ship and a ship as referred to in Article 2 of the Vessels Act 1930 BES;

*operator*: the owner, bareboat charterer or any other person having control over the use of a ship;

*port*: roadstead, pier or jetty and, in general, any place, whether or not in the sea, where ships may be berthed or where crew and cargo may be loaded or unloaded;

*Port Waste Reception and Handling Plan*: the plan referred to in Article 6a(1), first sentence;

*port reception facility*: a fixed, floating or mobile facility capable of providing the service of receiving the substances referred to in Article 6(1);

*indirect fee*: contribution paid for the provision of services by port reception facilities, regardless of whether or not ship-generated waste is actually delivered;

*captain*: the captain or skipper of a ship or their substitute;

*cargo residues*: the residues of cargo on board that remain on deck, in holds or in tanks after loading and unloading, including surplus or residues resulting from spills during loading and unloading, whether wet or dry or mixed with wash water and excluding cargo dust that remains on deck after sweeping or dust on the external surfaces of the ship;

*discharge*: any release of noxious substances, ballast water or sediments from a ship, whatever the cause, including escaping, jettisoning, draining, leaking, pumping or emptying;

*Dutch ship*: a ship entitled to fly the flag of the Kingdom of the Netherlands under Dutch law;

*passively fished waste*: waste caught in nets during fishing operations;

*recreational craft*: any seagoing vessel with a hull length of 2.5 metres or more, regardless of type or propulsion, intended for sports or leisure purposes and not used for commercial purposes;

*Port Reception Facilities Directive (Richtlijn havenontvangstvoorzieningen)*: Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJEU 2019, L 151/116);

*Vessel Traffic Monitoring and Information System Directive (Richtlijn monitoring- en informatiesysteem zeescheepvaart)*: Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJEU 2002, L 208);

*SafeSeaNet*: the European Union's Maritime Information and Exchange System referred to in the Vessel Traffic Monitoring and Information System Directive;

*harmful substance*: substance falling within the scope of Annex I, II, III, IV or V of the Convention;

*ship-generated waste*: all ship's waste, including cargo residues, which is generated during the operations of a ship or during loading, unloading and cleaning operations and falls within the scope of Annexes I, II, IV, V and VI to the Convention, as well as passively fished waste;

*ships providing port services*: ships providing port services within the meaning of Article 1(2) of Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports;

*ship*: any seagoing vessel of any type operating in the marine environment, including fishing vessels, recreational craft, hydrofoil boats, air-cushion vessels, submersibles and floating craft, as well as installations while afloat, except when the ship as referred to above is positioned above the seabed for the purpose of investigating the presence of minerals or extracting them;

*sediments*: all residues from a ship's ballast water;

*traditional ship*: any type of historical passenger ship designed before 1965, as well as replicas thereof, manufactured mainly from original materials, including ships designed to support and promote traditional crafts and seamanship, which together act as living cultural heritage and are operated in accordance with traditional seafaring techniques and principles;

*Convention*: the International Convention for the Prevention of Pollution from Ships with Protocols and Annexes with Appendices (Trb. 1975, 147) established on 2 November 1973 in London, as amended and completed with the Protocol belonging to that Convention with Annex and Appendices established on 17 February 1978 in London (Trb. 1978, 188).

*processing*: reuse or disposal of waste, including the preparatory operations preceding this;

*fishing vessel*: any ship equipped or used commercially for catching fish or other living resources of the sea;

*UN Convention on the Law of the Sea*: the United Nations Convention on the Law of the Sea adopted in Montego Bay on 10 December 1982 (Trb. 1983, 83);

*Port Reception Facilities Decree (Besluit havenontvangstvoorzieningen)*

*frequent port calls*: calls by a ship to the same port taking place at least once a fortnight;

*scheduled traffic*: traffic based on a published or scheduled list of departure and arrival times between particular ports or recurring crossings that constitute a recognisable arrangement;

*GISIS*: the Global Integrated Shipping Information System set up by the International Maritime Organization;

*regular port calls*: repeated voyages of the same ship forming a constant pattern between particular ports or a series of voyages from and to the same port without intermediate calls;

*sufficient storage capacity*: enough capacity to store the waste on board from the moment of departure until the next port of call, including the waste that is likely to be generated during the voyage;

*Act*: Prevention of Pollution from Ships Act (Wet voorkoming verontreiniging door schepen)

*Port Reception Facilities Regulations (Regeling havenontvangstvoorzieningen)*

- a. notification of completion: the notification that the delivery of ship-generated waste by the captain of a ship has been completed;
- b. notification of delivery: the provision of data under Article 12a of the Act.
- c. decree: Port Reception Facilities Decree (Besluit havenontvangstvoorzieningen)
- d. S-form: the ship-generated waste form referred to in the Annex accompanying Articles 3, 4, 6, 6f and 6h(C)(2) of the Registration of Industrial and Harmful Waste Regulations (Regeling melden bedrijfsafvalstoffen en gevaarlijke afvalstoffen).

### *Other definitions*

The following other definitions are used in this Port Waste Reception and Handling Plan:

*licence*: the licence issued by the competent municipal authority for the collection of ship-generated waste and harmful substances and residues thereof in the relevant municipality in the Rotterdam-Rijnmond port region; in the case of newly issued licences since 2012, the term 'licence' has replaced the term 'designation'.

*direct fee*: the direct payment of the costs of the delivery of ship-generated waste and harmful substances and residues thereof to the recipient by the ship operator.

*port reception facility*: operator of a port reception facility that holds all necessary public law licences and waivers, including at least a legally valid licence under the relevant section of the Port By-Laws that apply in the Rotterdam-Rijnmond port region and, if applicable to the waste concerned, a national environmental permit. The port reception facility should also be listed on the national list of processors, port reception facilities, traders and processors (VIHB list).

*cargo-related waste*: all material left as waste on board during the stowage and processing of cargo, including dunnage, shoring, pallets, packaging material, wooden boards, paper, cardboard, wire and steel bands.

*discharge*: any release (including during an emergency) of harmful substances from a ship, whatever the cause, including escaping, jettisoning, draining, leaking, pumping or emptying.

#### Maximum storage capacity

*maximum storage capacity*: the storage capacity in m<sup>3</sup> available on board for the storage of ship-generated waste as stated on the supplement to the IOPP certificate (Annex I) and the garbage management plan (Annex V).

*nautical management*: coordinating, optimising, supervising and maintaining the safe, smooth, orderly and environmentally responsible handling of shipping traffic and creating conditions for this within the management area.

*Rotterdam-Rijnmond port region*: the port basins and adjacent port areas belonging to the municipalities of Rotterdam, Maassluis, Vlaardingen, Schiedam, Dordrecht and Moerdijk, including port basins and port areas managed under private law.

*shipping agent*: the person acting in a professional capacity as a representative of the natural or legal person using the port with a ship and who has a Dutch postal address and is registered with the Chamber of Commerce.



Annex 2 Map of Rotterdam-Rijnmond port region (HOV's = port reception facilities)



### Annex 3 Guidelines for auditor's reports in the Port Waste Reception and Handling Plan

The operator of a port reception facility is required to send an annual auditor's report to PoR by May 1 following the reporting year.

In addition, the operator of a port reception facility must cooperate with an external audit at PoR's first request.

The opinion must include at least the following:

Response to the findings of the audit conducted by the auditor.

The collector and the auditor must both agree in writing to any public publication or provision of the opinion. The definitive reimbursements are paid only following the provision of an external approval of the actual end processing of collected ship-generated waste.

The activities related to the auditor's report must be carried out by a Registered Accountant (RA, affiliated with NIVRA) or Accounting Consultant (AA, affiliated with NOVAA).

The auditor's report should cover not only historical financial information, but also historical incoming and outgoing waste streams. These should be quantified. For this purpose, the collector should complete the summary provided on the next page and then present it to the accountant and PoR. This should indicate which waste streams (per volume unit on an annual basis) have been collected and how much the final processors<sup>24</sup> have taken from your port reception facility (if there are several processors, indicate the waste streams that are processed annually per processor).

In any case, the accountant should provide an auditor's report with an unqualified opinion or a composition report with an unqualified opinion. This should have been established through the 'Nadere Voorschriften Controle- en Overige Standaarden', which have been adopted by the professional bodies of auditors (NOVAA and NIVRA).

The auditor's report should check the waste streams delivered (by type and processor) against the quantities at the processor.

	Year (20..)	Internal final processing	Name of final processor (if waste streams have been taken to several processors, the quantity for each processor should be indicated).
total reimbursement received from PoR for the collection, transport, storage and processing of ship-generated waste	€	n/a	n/a
total reimbursement received from parties other than PoR for the collection, transport, storage and processing of ship- generated waste	€	n/a	n/a
Volume of Annex I waste collected (total of bilge, sludge and used engine oil), which was indirectly funded	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex I waste collected (total of bilge, sludge and used engine oil), which was directly funded	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>

<sup>24</sup> This includes final processing: e.g. final storage, water treatment, incineration, reuse of paper, glass or metal.

Volume of Annex I waste collected (total of ballast water and wash water with oil)	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex II waste collected (total of chemicals)	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex IV waste collected (total of sewage water)	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex V waste collected (total of ship-generated waste), which was indirectly funded	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex V waste collected (total of ship-generated waste), which was directly funded	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex V waste collected (total of cargo)	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>
Volume of Annex VI waste collected (total)	m <sup>3</sup>	m <sup>3</sup>	m <sup>3</sup>

The port reception facility facilitates shipping 24/7. Rates are available on request from the port reception facility. In this PWRHP, only the contribution and fees within the indirect funding system are described.

The port reception facility also keeps its own records of incoming and outgoing waste streams, as described in their GEPA/EMA licence. Any pre-treatment (e.g. de-mixing) of the waste streams by the port reception facility will comply with the regulations on this in the GEPA/EMA licence. A description of these processes is included in the application for a GEPA/EMA licence. These licences are requested from and granted by the Ministry of Infrastructure and Water Management.

## **Annex 4 Rates of collection reimbursements**

See separate reimbursement list on website

## Annex 5 List of collection companies

### Port reception facilities

Municipality of Rotterdam, Dordrecht, Maassluis, Papendrecht, Moerdijk, Schiedam, Vlaardingen and Zwijndrecht.

Name of company Registered office Postal code and city	HOI designation Valid until	Categories (MARPOL Annex)*	Reception facilities capacity	Telephone/Fax Email Business activities related to the designation
ATM Vlasweg 12 4782 PW Moerdijk	01/04/2025	A,B,C,D,E,F,G and H	Storage tanks	+31 (0)168-389289 E: <a href="mailto:info@atm.nl">info@atm.nl</a> Collection
Bek & Verburg B.V., Montrealweg 140 3197 KH Botlek Rt	01/04/2025	A,B,C,D,E,F,G and H	Vessels Vehicles >2000 m <sup>3</sup>	+31 (0)10-4287744 / 4287749 E: <a href="mailto:info@bek-verburg.nl">info@bek-verburg.nl</a> Collection and cleaning
CIMS Vrouwgelenweg 84 3341 BT Hendrik-Ido-Ambacht	01/04/2025	A,B,C,D,F and H	Vessels 3100 m <sup>3</sup>	+31 (0)85-0711980 E: <a href="mailto:info@cimsnetherlands.nl">info@cimsnetherlands.nl</a>
Dutch Waste Jacobus Lipsweg 10 3316 BP Dordrecht	01/04/2025	A,B,C,D,E,F and H	Vessels Vehicles	+31 (0)78-6213500 E: <a href="mailto:operations@dutchwaste.com">operations@dutchwaste.com</a> Collection and cleaning
Europoort Industrie Diensten Pampus 15-17 3251 ND Stellendam	01/04/2025	A,B,C,D,E,F and H	Vehicles	+31 (0)187-497600 E: <a href="mailto:loes@e-i-d.nl">loes@e-i-d.nl</a> Collection and cleaning
International Slop Disposal b.v. (ISD) Bunschotenweg 99 3089 KB Rotterdam	01/04/2025	A,B,C,D,E,F,G and H	Vessels Vehicles 3900 m <sup>3</sup>	+31 (0)85-4867222 E: <a href="mailto:nl@ngrp.com">nl@ngrp.com</a> Collection
J.C. Jongen Uilenkade 14 3336 LP Zwijndrecht	01/04/2025	A,B,C,D,E,F,G and H	Vessels	Tel. no. +31 (0)78-6352934 E: <a href="mailto:info@milieuboten.nl">info@milieuboten.nl</a> Collection
Maritime Shipcleaning Rotterdam B.V. Bunschotenweg 134 3089 KC Rotterdam	01/04/2025	A,B,C,D and H	Vehicles	+31 (0)10 3033215 <a href="mailto:info@maritimeshipcleaning.nl">info@maritimeshipcleaning.nl</a> Collection after cleaning
Marpol Services Trawlerkade 56 1976 CB IJMuiden	01/04/2025	A,B,D and E	Vessels and vehicles	+31 (0)255 525 051 <a href="mailto:info@marpolservices.nl">info@marpolservices.nl</a> Collection
Martens havenontvangstinstallatie Vlissingen b.v. Spanjeweg 2 4455 TW Nieuwdorp	01/04/2025	A,B,C,D,E,F,G and H	Vehicles Vessels Shoretanks	+31 (0)113-672210 E: <a href="mailto:info@martenscleaning.nl">info@martenscleaning.nl</a> collection, cleaning and processing
Martignoni Slop Disposal Eemhavenweg 13 3089 KS Rotterdam	01/04/2025	A,B,C,D,E,F,G and H	Vehicles Vessels Shoretanks	+31 (0)113-672210 <a href="mailto:info@martignoni.nl">info@martignoni.nl</a> collection, cleaning and processing
Omega Containertransport Den Haag Prisma 10 2495 AR Den Haag	01/04/2025	E and F	Vehicles	+31 (0)70 - 389 08 24 E: <a href="mailto:info@omegacontainers.nl">info@omegacontainers.nl</a> Collection
Quatra Persistence Hornweg 61 1044 AN Amsterdam	01/04/2025	C (edible oils only)	Vehicles	+32 472 05 11 42 E: <a href="mailto:marpol@quatra.com">marpol@quatra.com</a> Collection
Renewi Nederland B.V. Kreekweg 80 3133 AZ Vlaardingen	01/04/2025	E,F,G and H	Vehicles	0800-0130  Collection
Ships Waste Oil Collector (SWOC) Chemiestraat 20 3197 KH Botlek Rt	01/04/2025	A,B,C,D,E,F,G and H	Vessels Vehicles 1440 m <sup>3</sup>	+31 (0)10-2957154 E: <a href="mailto:info@shipswaste.nl">info@shipswaste.nl</a> Collection

Name of company Registered office Postal code and city	HOI designation Valid until	Categories (MARPOL Annex)*	Reception facilities capacity	Telephone/Fax Email Business activities related to the designation
Vacuüm-Reiniging (Vacuüm Cleaning) Sportlaan 255 3364 DK Sliedrecht	01/04/2025	A,B,C and D	Vacuum trucks	+31 (0)184-430806 <a href="mailto:p.vangurp@breejen.com">E: p.vangurp@breejen.com</a> Collection and cleaning
Van Hamburg Cleaning Lorentzweg 15 3208 LJ Spijkenisse	01/04/2025	A,B,C,D,E,F,G and H	Vacuum trucks	+31 (0)181-612166 E: <a href="mailto:info@vanhamburgcleaning.nl">info@vanhamburgcleaning.nl</a>
Verhart Groen IJsselveld 20 3417 XH Montfoort	01/04/2025	E and F	Vehicles	+31 (0)348-47 18 05 E: <a href="mailto:info@verhartgroen.nl">info@verhartgroen.nl</a>
Wenau Transport & Cleaning It Kyfblok 4 8847 GR Heerenveen	01/04/2025	A,B and C	Vehicles	+31 (0)513 657 900 E: <a href="mailto:sales@wenau.nl">sales@wenau.nl</a>
Zeeland Maritime Cleaning Engelandweg 33 4389 PC Ritthem	01/04/2025	A,B,C,D,E,F,G and H	Vehicles	+31 (0)118-484038 <a href="mailto:info@zmcleaning.nl">info@zmcleaning.nl</a>

\*:

- A: oil residues and oily mixtures (MARPOL Annex I)
- B: cargo residues of oily mixtures (MARPOL Annex I)
- C: residues and mixtures containing noxious liquid substances (MARPOL Annex II)
- D: sewage (MARPOL Annex IV)
- E: ship-generated waste, including small hazardous waste and CAT 1 waste (MARPOL Annex V)
- F: cargo residues solid bulk (MARPOL Annex V)
- G: ozone-depleting substances (MARPOL Annex VI)
- H: other waste (MARPOL Annex VI)