

2018

Port Waste Handling Plan

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Prepared by the Port of Rotterdam Authority

Adoption of 2018 Port Waste Handling Plan for Rotterdam-Rijnmond Port Region

Adopted by:

- Port of Rotterdam Authority
- Municipal Executive of the Municipality of Schiedam
- Municipal Executive of the Municipality of Vlaardingen
- Municipal Executive of the Municipality of Maassluis
- Municipal Executive of the Municipality of Dordrecht
- Municipal Executive of the Municipality of Moerdijk

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INTRODUCTION

As European Mainport Rotterdam is visited by more than 30,000 seagoing vessels each year. Ships on continental and intercontinental voyages produce ship waste en route. In addition, cargo residues are left behind after the unloading of specific product flows. In order to prevent pollution of the sea and coastal waters the seaports in the Rijnmond Area facilitate Port Reception Facilities (PRF) where ship waste can be delivered. It is after all of great importance that ship waste and cargo residues can be delivered at a port of call efficiently and in an environmentally responsible manner.

On 29 December 2002 the European Directive no. 2000/59/EC on port reception facilities for ship waste and cargo residues (OJ L 332) came into effect. The purpose of this directive is the further reduction of discharges of ship waste and cargo residues into the sea. This directive therefore constitutes a further tightening of the MARPOL Convention.

The provisions of the aforementioned directive were implemented in the Netherlands by amendment of the *Wet voorkoming verontreiniging door schepen* (Wvvs – Prevention of Pollution from Ships Act). Pursuant to the provisions of Article 6, paragraph 1 of the Wvvs the manager of a seaport designated by governmental decree must ensure an adequate facility suitable for the reception of ship waste. The port of Rotterdam is such a designated seaport¹. The Port of Rotterdam Authority was appointed manager of the Rotterdam port². Pursuant to the provisions of Article 6, paragraph 3 of the Wvvs the port manager must draw up a suitable plan for the reception and processing of ship waste.

On account of the foregoing the Port of Rotterdam Authority must therefore prepare the Port Waste Reception and Handling Plan (PWHP) for the port of Rotterdam. The Port of Rotterdam Authority agreed in conjunction with the managers of the ports of Dordrecht, Maassluis, Moerdijk, Schiedam and Vlaardingen to adopt one joint PWHP within the meaning of Article 6, paragraph 4 of the Wvvs for the whole of the Rotterdam-Rijnmond Port Region. The Port of Rotterdam Authority was requested to take the initiative in this. This 2018 PWHP is the result of this and therefore applies to the entire Rotterdam-Rijnmond Port Region. The PWHP was drafted following consultations with the relevant parties, including users, shipping agents, shipping companies, recipients, processors, permit issuers and enforcers in the Rotterdam-Rijnmond Port Region.

Pursuant to the provisions of Article 6a of the Wvvs port managers must levy a fee towards the costs of reception, storage and processing of ship waste on operators of ships which call in at their ports. This is also referred to as indirect financing. Section 3 of this PWHP sets forth the levels of the fees and reimbursements for the entire Rotterdam-Rijnmond Port Region. The guiding principle in this was the achievement of a balance between the costs and benefits of a cleaner environment.

With this PWHP, the previous PWHP (2015) will cease to apply. The 2018 Port Waste Reception and Handling Plan will come into effect on 16 October 2018.

¹ Cf. Article 2 of the Port Reception Facilities Decree in conjunction with Article 10 of the Port Reception Facilities Regulations

² TK (Lower House), 2003-2004, 29 400, no. 3, p. 28.

SECTION 1: TERMINOLOGY

This section explains the terminology used in the Port Waste Handling Plan (PWHP).

Ballastwater

Water which is taken on board in order to control the trim, list, draught, stability of or forces imposed on the ship.

Fee

Fee as referred to in Article 6a, paragraph 1 of the Wvvs.

Direct financing

The direct, by the operator of a ship to the receiver of ships waste and (residues of) noxious substances, payment of costs of the disposal.

Operator

The natural person or legal entity who has control over the use of a ship.

Port

The harbours, sites, waters, quays, jetties, dolphins, buoys and other similar structures or fittings administered by the various port managers in the entire Rotterdam-Rijnmond Port Region.

Port Waste Handling Plan

Plan as referred to in Article 6, paragraph 3 of the Wvvs.

Port Manager

- port of Rotterdam: Port of Rotterdam Authority
- port of Schiedam: the Municipality of Schiedam
- port of Vlaardingen: the Municipality of Vlaardingen
- port of Maassluis: the Municipality of Maassluis
- port of Dordrecht: The Dordrecht Port Authority
- port of Moerdijk: The Moerdijk Port Authority

Port Reception Facility (PRF)

Fixed facility (including tanks, platforms, depositories and other storage spaces which form part of an establishment) or mobile facility (collection vehicle or collection vessel) suitable for the reception of ship waste; also referred to as recipient.

Indirect financing

Financing as referred to in Article 6a, paragraph 1 of the Wvvs in conjunction with Article 7 of the Port Reception Facilities Regulations.

Collector

Owner of Port Reception Facility who has all the required public-law exemptions including at least - if applicable – a legally valid designation pursuant to the municipal Port Management Bye-Laws applicable to the relevant part of the Rotterdam-Rijnmond Port Region, and an environmental permit.

Captain

The master or skipper of a ship or the person who replaces him.

Ship waste

Waste including residues other than cargo residues and sewage which is generated during the operation of a ship and which falls under the scope of Annexes I, IV, and V of the Convention for the Prevention of Pollution from Ships (Marpol Convention), as well as cargo-associated waste, being all the material that is left on board as waste after the stowage and handling of the cargo, including dunnage, shoring, pallets, packaging material, wooden sheets, paper, cardboard, wire or steel bands.

Cargo residues

The remnants of any cargo material on board in cargo holds or tanks which remain after unloading and cleaning operations, including loading/unloading excesses and spillage.

MARPOL 73/78 (see also 2.1.1.):

The International Convention for the Prevention of Pollution from Ships adopted on 2 November 1973 in London, with Protocols and Annexes with Appendices as amended and supplemented by the Protocol relating to that Convention with Annex and Appendices adopted on 17 February 1978 in London.

Disposer

A person who wishes to dispose of ship waste, harmful substances or cargo residues by delivering them to a collector, waste treater or waste processor.

Recreational craft

A ship of any type, regardless of the means of propulsion, intended or used for sports or leisure purposes.

Shipping agent

A person who acts in a professional capacity as representative of the natural person or legal entity who uses the port with a ship and who has a Dutch postal address and is registered with the Chamber of Commerce.

Ship

Any vessel of whatever type used at sea including hydrofoil boats, air-cushion vehicles, submersible vessels and floating equipment as well as installations whilst they are afloat except for when the ship as referred to above has been positioned above the seabed for the exploration of the presence of minerals or for the mining thereof.

Processor

A natural person or legal entity who operates an installation to whom disposers or collectors can offer ship waste, harmful substances and cargo residues for processing.

Fishing vessel

A ship equipped or used commercially for catching fish or other living resources of the sea.

SECTION 2: STATUTORY FRAMEWORK

In this section, in addition to a summary of applicable legislation and formalities for delivery the geographical area of application to which the Port Waste Reception and Handling Plan applies is given.

2.1 Statutory framework

2.1.1 International regulations: MARPOL 73/78

The purpose of MARPOL 73/78 is the reduction of marine pollution which is the result of discharges of harmful substances from ships. Rules and regulations are attached to discharges at sea. Furthermore specific requirements are set for the construction, fitting out and equipping of ships.

In its capacity as contracting state the Netherlands implements the conditions and provisions of MARPOL 73/78 and the ratified Annexes (I, II, III, IV, V and VI) for its territory and territorial waters. MARPOL 73/78 has been implemented via the *Wet voorkoming verontreiniging door schepen* (Wvvs – Prevention of Pollution from Ships Act) whereby the structure of MARPOL 73/78 is followed as much as possible.

2.1.2 European regulations

The following European regulations play a role:

- Council Regulation (EEC) No. 2913/92 of 12 October 1992 establishing the Community Customs Code (delivered ship waste is regarded as non-Community goods which are released for free circulation as referred to in Article 79 of this Regulation);
- Council Directive 91/156 amending Directive 75/442/EEC on waste;
- Council Directive 75/439/EEC on the disposal of waste oils;
- Council Directive 91/689 on harmful waste;
- Council Directive 95/21 concerning the enforcement, in respect of shipping using Community ports and sailing in the waters under the jurisdiction of the Member States, of international standards for ship safety, pollution prevention and shipboard living and working conditions (port State control)

2.1.3 National regulations: Wvvs and *Wet Milieubeheer* (Environmental Management Act)

The above described international and European frameworks have been implemented in the Netherlands via the Wvvs. Pursuant to the Wvvs further rules are set in this respect in the following governmental decrees and ministerial regulations:

- *Besluit havenontvangstvoorzieningen* (Bhov - Port Reception Facilities Decree)
- *Regeling havenontvangstvoorzieningen* (Rhov - Port Reception Facilities Regulations)
- *Besluit voorkoming verontreiniging door schepen* (Bvvs - Prevention of Pollution from Ships Decree)
- *Regeling voorkoming verontreiniging door schepen* (Rvvs - Prevention of Pollution from Ships Regulations)
- *Regeling inzake het scheiden en gescheiden houden van gevaarlijke afvalstoffen* (Regulations concerning the segregation of harmful waste)

Rules are also set regarding the collection and processing of waste in the Environmental Management Act and the governmental decrees and regulations pursuant thereto. It concerns:

- *Besluit inzamelen afvalstoffen* (Collection of Waste Decree)
- *Regeling inzamelaars, vervoerders, handelaars en bemiddelaars van afvalstoffen* (Collectors, Carriers, Traders and Brokers of Waste Regulations)
- *Regeling melden bedrijfsafvalstoffen en gevaarlijke stoffen* (Regulations for Reporting of commercial waste and harmful waste)

- *Landelijk afvalbeheerplan 2009-2021* (2009-2021 National Waste Management Plan)

In addition the following regulations are important:

- *Scheepvaartreglement territoriale zee* (Territorial Seas Shipping Regulations);
- *Wet op de economische delicten* (Economic Offences Act).

2.1.4 Port Bye-Laws

The Port (Management) Bye-Laws of all Port Managers contain rules with regard to the designation of owners of Port Reception Facilities.

It is prohibited for the owner of a Port Reception Facility who does not possess a designation to take receipt of ship waste, harmful substances or residues from seagoing vessels.

An owner who does possess a designation is, by reason of the stipulations included in the designation, obliged to collect ship waste, harmful substances or residues from seagoing vessels offered to him and offer them for further processing.

SECTION 3: AREA OF APPLICATION

3.1 Rotterdam-Rijnmond Port Region

This Port Waste Handling Plan – as is evident from the introduction – has been jointly prepared, made available for inspection and adopted by the port managers of the ports in Rotterdam, Schiedam and Vlaardingen, Dordrecht, Moerdijk and Maassluis. These ports are collectively referred to as the Rotterdam-Rijnmond Port Region. The PWHP's area of application is the ports located in the Rotterdam-Rijnmond Port Region.

3.2 Waste

This PWHP is applicable to ships waste and (residues of) noxious substances as meant in the Annexes of Marpol 73/78. Marpol 73/78 makes a difference between ship generated waste and cargo associated waste. See Table:

convention	waste type	type of waste
MARPOL 73/78, ANNEX I	Fuel residues (sludge)	Ship generated
	Used engine oil	
	Bilge water	
	Oily tank washings	Cargo-associated waste
	Bballast water (from cargo tanks)	
MARPOL 73/78, ANNEX II	Tank washings chemicals	Cargo-associated waste
MARPOL 73/78, ANNEX IV	Sewage	Ship generated
MARPOL 73/78, ANNEX V	Domestic waste	Ship generated
	Small dangerous waste	
	Plastic	
	Food waste	
	Cargo-associated waste	Cargo-associated waste
	Other waste	
	Dry cargo residues	
MARPOL 73/78, ANNEX VI	Ozone depleting substances	Ship generated
	Scrubber waste	
Ballastwater Convention	Sediments	Ship generated
	Untreated ballastwater	

3.3 Ships

This PWHP is exclusively applicable to sea-going ships.

According Article 3 of the Wvvs, the PWHP is not applicable to naval ships, Naval auxiliary ships and or other ships in service of a State in which time they are in service of the government, other then for trading purposes. Next to that, according Article 4 of the Wvvs ships may be (partly) exempted.

Pursuant to Article 12a, paragraph 7 of the Wvvs the notification obligation (Article 12a, paragraph 1 of the Wvvs) does not apply to recreational craft which may not carry more than 12 passengers and fishing vessels. In addition the port manager does not levy any fees if an operator complies with the conditions set forth in Article 9 of the Port Reception Facilities Decree. Both exceptions are addressed in detail below.

3.4 Exemptions

3.4.1 Introduction

For ships which frequently and regularly call in at certain ports the obligations regarding notification, delivery and payment can be disproportionately burdensome.

The Wvvs therefore provides the possibility to obtain exemption from these obligations pursuant to Article 35a of the Wvvs. A ship may be eligible for an exemption if:

- it concerns a ship which according to a timetable frequently and regularly calls in at certain ports;
- it has been sufficiently demonstrated that delivery of ship waste has been arranged in a port to be called in at according to the timetable. In the area of application this is the case if a contract for waste delivery is presented for a port in a Member State of the European Union or a port in Norway, Iceland or one of the Baltic States which is also called in at at least once every 14 days;
- for this delivery sufficient fees are due.

Restrictions or further conditions may be attached to an exemption.

3.4.2 Procedure for obtaining an exemption

A (representative of a) ship may submit an application for exemption for ships as referred to in § 5.3.1. to the Minister of Transport, Public Works and Water Management (IlenT – Shipping Inspectorate of the Inspectorate Transport and Water Management).

IlenT determines whether the ship is eligible for exemption. IlenT may charge the applicant for the exemption.

3.4.3 Period of validity of the exemption

An exemption is granted for a certain period. Exemptions are valid for a maximum of 5 years. An exemption may be withdrawn before the end of the validity period if:

- the timetable or its frequency changes;
- the contract with the processor changes or expires;
- the ship has insufficient room for storage of the waste; or
- the conditions under which the exemption was granted are no longer being complied with.

If a ship which has been granted an exemption is temporarily replaced by an equivalent ship in connection with an accident or maintenance the exemption is transferred to the replacement ship if it complies with the conditions under which the exemption was granted. IlenT must be notified immediately of this replacement. If the replacement is for a period longer than one month, the IlenT must be informed of this. IlenT will then determine whether a new exemption is required.

If other changes occur the operator must also report this immediately to the ILEN T.

For the extension of an exemption the same form can be used which must also be submitted to IlenT.

An exemption does not prejudice the submission of a notification as referred to in the respective port (management) bye-laws within the PWHP's area of application.

3.4.4 Reduction MDO/LNG

Ships which use exclusively marine diesel oil, marine gas oil or LNG (MDO/MGO/LNG) as fuel may apply for a reduction of the waste fee. They must report this to the Harbour Master by e-mail (Harbour Coordination Centre; HCC@portofrotterdam.com) prior to arrival in the port. The reduction is not set off retrospectively.

3.5 Exceptions

3.5.1 Recreational craft (maximum 12 passengers)

Pursuant to Article 12d of the Wvvs the captain of a ship in a marina other than a seaport must deliver all ship waste to the facility designated for that purpose. Pursuant to Articles 4.106, 4.107 and 4.108 of the General Rules for Environmental Management Establishments Decree marinas are obliged to establish facilities for the collection of ship waste.

In the Rotterdam-Rijnmond Port Region there are two marinas to which the above applies: Veerhaven and Entrepôthaven.

Veerhaven

Stichting Veerhaven Rotterdam administers the Veerhaven. Port dues must be paid to this Foundation. These port dues include a fee for the disposal of waste. This fee entitles the skipper to dispose of a certain quantity of ship waste into a container designated for that purpose.

There are no facilities provided for the delivery of small harmful waste and oily ship-related waste (Annex I). The ships themselves must offer this waste to:

- a) A bunker vessel
- b) Collector

The domestic waste container in the Veerhaven is emptied regularly.

Entrepôthaven

City Marina Rotterdam administers the Entrepôthaven. Port dues must be paid to this manager. These port dues include a fee for the disposal of waste.

In the Entrepôthaven only domestic waste can be disposed of into the containers designated for that purpose. These are emptied regularly.

There are no facilities provided for other ship waste such as Annex I, Annex IV (sewage) and Annex V (rags, etc.). The skipper himself must deliver this ship waste via:

- a) A bunker vessel
- b) Collector

Other berths

At berths other than the above-mentioned marinas the skipper will himself have to arrange for the delivery of oily liquid waste to a collector. For the delivery of domestic waste containers are in most cases provided on the quay.

3.5.2 Fishing vessels

Fishing vessels which visit the Rotterdam-Rijnmond Port Region usually do so for repair works. The waste can then be delivered via the shipyard and falls under the land flow collection. In the remaining cases fishing vessels often make use of the Stichting Financiering Afvalstoffen Visserij (SFAV – Foundation for the Financing of Fishing Waste).

If a fishing vessel delivers waste outside the SFAV scheme then there is a notification obligation and fee obligation for the delivery of waste within the framework of the provisions of the respective Port (management) Bye-Laws within the PWHP's area of application.

SECTION 4: FINANCE

4.1 System of indirect financing

4.1.1 Indirect financing

Directive 2000/59/EC introduces a compulsory indirect financing system. The system essentially entails that all seagoing vessels which call on a Dutch seaport contribute towards the costs of the port reception facilities irrespective of whether ship waste is in fact delivered.

Payment of the indirect fee subsequently gives the captain the non-transferable right to deliver a certain quantity of ship waste during the stay of the ship in the port concerned without being obliged to pay a separate fee. The port manager may determine the maximum quantity per waste flow, the properties and the manner of delivery of the ship waste concerned.

If the captain wishes to deliver more ship waste than is covered by the indirect financing system, the surplus falls under the direct financing system. This means that the ship will have to pay the costs directly to the collector. This of course also applies to the categories of ship waste and cargo residues which are not included in the system of indirect financing.

Summary of what is covered by direct and indirect financing:

convention	waste type	type of waste	fee
MARPOL 73/78, ANNEX I	fuel residues	Ship - generated	(partly) indirect
	used engine oil		
	bilge water		
	oily tank washings	cargo-associated waste	direct
	ballast water (from cargo tanks)		
MARPOL 73/78, ANNEX II	tank washings chemicals	cargo-associated waste (see § 5.3.2)	direct
MARPOL 73/78, ANNEX IV	sewage	Ship - generated	direct
MARPOL 73/78, ANNEX V	domestic waste	Ship - generated	(partly) indirect
	small dangerous waste		
	plastic		
	food waste	cargo-associated waste	direct
	cargo-associated waste		direct
	other waste		direct
	dry cargo residues		direct
MARPOL 73/78, ANNEX VI	ozone-depleting substances	Ship - generated	direct
BALLAST WATER CONVENTION	(un)treated ballast water	Ship - generated	direct
	residue cleaning technology		
	sediment ballast tank		

The total amount of fees which the port manager receives as a result of the aforementioned fee per ship is used to pay the collectors of/ owners of Port Reception Facilities for ship waste in settlement of a part of the costs involved in the collection, storage, transport and processing of ship waste.

4.1.2 Fee obligation

In general the fee obligation applies to all seagoing vessels which call in at one of the seaports for which the PWHP was adopted unless the ship has been exempted therefrom pursuant to the provisions of Article 35a of the Wvvs (see § 4.3), or has been exempted pursuant to local regulations (port dues bye-laws or general terms and conditions, see § 3.4).

The fee obligation also applies to seagoing vessels which leave the port and return 4 hours later unless it concerns a tide-bound ship which visits the Calandkanaal from the Nieuwe Waterweg or vice versa via the offshore separation buoy.

Seagoing vessels which do not moor in one of the ports of the Rotterdam-Rijnmond Port Region do not have to pay any fee.

4.1.3 Payment of fee

The Port of Rotterdam Authority collects the indirect fee at the same time as the seaport dues for all port managers of the Rotterdam-Rijnmond Port Region. The indirect fee is shown separately on the receipt. In settlement of administrative costs the Port of Rotterdam Authority withholds € 15 per paying ship.

Any direct costs which are incurred when the disposer offers more waste than is covered by the indirect financing system, must be paid by the disposer directly to the owner of the Port Reception Facility.

4.1.4 Verification

The Port of Rotterdam Authority will, after an administrative check on the basis of the 'S' forms, the substance registration forms and the statements submitted by the Port Reception Facility, pay the amounts due to the owner of a Port Reception Facility (designated pursuant to the port (management) bye-laws concerned) into the bank account of the owner concerned as a provisional payment.

The verification of environmental hygiene with regard to collection, transport, intermediate storage and processing is carried out by other government departments such as the province of South Holland, the DCMR Environmental Protection Agency Rijnmond, the Ministry of Housing, Spatial Planning and the Environment (VROM), the National Police Services Agency (KLPD), the Rotterdam-Rijnmond Seaport Police (ZHP) and the Directorate-General for Public Works and Water Management (RWS).

After the Port of Rotterdam Authority has received the annual audit report from the owner of the Port Reception Facility (see § 4.3.1) and approved this, the earlier provisional payments become final.

4.1.5 Reimbursement to waste collectors / PRF's

For the collection, transport, (temporary storage) and treatment of ships waste, for which the indirect fee system is applicable, the port reception facilities receive a reimbursement for the reception of waste of appointed ships (see par. 4.2.2). The provisional reimbursement will be paid monthly on presentation of an overview of the collections, together with the copies of the invoices to the shipping agencies and a note. The reimbursement will be paid to the appointed waste collector as mentioned on the waste notification by the ships' agent and once per call of the vessel to the port.

Reimbursements are not *Vergoedingen zijn niet transferabel of exchangeabel* and are only valid per call. The PRF can only get a reimbursement if the ship has paid a fee.

Included in the the waste fee is a administrative fee incorporated of € 15 as comeption for receiving, checking, processing and transferring of the notifications and payment of the reimbursements.

The waste fee is separately charged and will be sended to the ships' agent.

4.2 Bases of the indirect financing system used

4.2.1 Introduction

The seaports of Flanders and the Netherlands cooperated since 2012 in order to have an uniform basis in the financescheme. On basis of best practices and experiences and interviews with stakeholders, a consensus was reached. These are:

Waste Fee

The fee consists of a fixed fee and a fee per Gross Tonnage (maximised at 30.000GT).

Next to that a reduced fee is applicable for green ships when they (exclusively) use Liquefied Natural Gas (LNG) or Marine Diesel Oil (MDO).

Disposal reimbursements

The reimbursement for Annex I waste to the waste collector consists of a fixed and a variable amount of euros per m³. In principle there is no maximum of disposal³, other then the maximum storage capacity (as mentioned on the IOPP certificate).

The reimbursement for Annex V waste to the waste collector consists of a fixed and a variable amount of euros per m³. In principle there is no maximum of disposal³, other then the maximum storage capacity (as mentioned on the Garbage management Plan). For hazardous waste an extra reimbursement is in place if disposed at the same time with regular waste.

The level of the waste fee is included in the general terms and conditions/ port dues bye-laws of the relevant port manager. The level of the waste fee and or reimbursements may be adjusted every year or, if necessary, during the year.

4.2.2 Fee & reimbursement for Annex I and Annex V

As of 1 January 2017 the new finance scheme, as mentioned in paragraph 4.2.1, will be introduced. The financial balance between fees and reimbursements, as well as service and the continuity of the PRF's were important criteria.

The tariffs may be changed by the Port of Rotterdam Authority. At least once a year an evaluation will be conducted, but, if necessary, an interim adjustment can be made.

Fee

For sea-going ships with a Gross Tonnage (GT) as indicated in the International Tonnage certificate the fee is (status January 1st 2017):

€200 + € 0,02* GT-size (maximised on € 800)⁵.

For all sea-going ships, who have indicated via a certified declaration by the owner/shipper, that the ship exclusively sails on MDO or LNG, a reduction of **50%** is applicable. The reduction is valid from the next call to the port after the request for reduction is approved. If the type of fuel is unknown, tAls geen brandstof bekend is, it is assumed that the ship uses Heavy of Intermediate Fuel Oil⁶.

³ The PoRA reserves the right to reinstate a maximum in case the disposals of ships waste (and therefore the reimbursements) are unbalanced in lieu of the fee.

⁵ The tariffs may be changed on a yearly basis and will be published in the General Terms and Conditions, including Port Tariffs.

⁶ Type of fuel is derived from the database of IHS/Lloyds' Register.

Reimbursements

Annex I:

For the collection of ships waste, Annex I, liquid oily residues from the engine room, being used engine oil, sludge and bilgewater, for all sea-going ships, whatever their GT—size, applies:
€ 200 + € 25 per collected m³.

Conditions:

- Total collected m³ for the ship as indicated on the Waste Disposal Receipt (S-form)
- Total amount will rounded off upwards on complete m³
- A limit is applied equal to the storage capacity as mentioned on the IOPP certificate (IOPP)
- The reimbursement is granted only once to the waste collector as appointed PRF for annex I.

Annex V:

For the collection of ships waste, Annex V, domestic waste, food waste or international catering waste , plastic and small dangerous waste, except cargo associated waste like dunnage and shoring materials, for all sea-going ships, whatever their GT—size, applies:
€ 200 + € 25 per collected m³.

Conditions:

- Total collected m³ for the ship as indicated on the Waste Disposal Receipt (S-form),
- A limit is applied equal to the storage capacity as mentioned on the Garbage Management Plan,
- The reimbursement is granted only once to the waste collector as appointed PRF for annex V,
- In case the solid waste is compacted, the offered waste volume may be tripled.

4.3 Ships outside the financing scheme

A fee for ship waste is not charged for the use of the Rotterdam-Rijnmond Port Region by:

- vessels for which an exemption has been granted pursuant to Article 35a of the Wvvs from the provisions under or pursuant to Articles 6a, 12a or 12b of the Wvvs
- vessels equipped or used commercially for sports or leisure purposes and which may not carry more than 12 passengers.
- fishing vessels
- dredgers
- sounding vessels
- port tugboats, only if and insofar as these are used within the framework of normal assistance to seagoing vessels when entering or leaving of the Port
- a seagoing vessel which visits the port in transit to/from the hinterland or exclusively for bunkering, provided that the ship does not stay in the Port for longer than four hours
- seagoing vessels which use gas oil or LNG (MDO/MGO/LNG) as propulsion fuel, only insofar as these vessels deliver oily ship waste

It speaks for itself that the notification and delivery obligations apply in full to these categories of ship and that they fall under the direct financing scheme.

SECTION 5: PORT RECEPTION FACILITIES

In this section the capacity requirement and availability of port reception and processing facilities in the various ports to which the PWHP applies are discussed.

5.1 Capacity requirement

Number of seagoing vessels and visits

The following table shows the number of visits between 2000 and 2017. The number of paying ships from the year that the Wvvs ship waste fee was introduced in the Rotterdam-Rijnmond Port Region (2005) onwards is also shown in the table.

year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Sea-going vessels	34.954	35.990	37.095	36.780	33.352	34.404	33.681	32.057	29.448	29.022	29.122	29.022	29.646
Paying vessels	20.222	20.451	22.564	22.157	20.183	20.864	20.750	20.280	20.304	19.846	20.062	19.577	20.209

Number of deliveries

The following table gives an overview of the total number of deliveries and the quantities of all categories of ship waste collected over the period 2000-2017.

year	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
disposals annex I (sgw)	3.368	4.756	5.379	6.246	7.564	8.231	9.900	10.558	8.152	6.165	6.418
delivered (sgw)	54.640	61.567	65.174	71.963	84.238	88.306	99.485	105.474	95.709	104.794	102.324
disposals annex IV	61	39	85	123	239	352	260	254	310	213	207
delivered annex IV	4.760	2.244	904	7.569	8.547	23.220	18.716	8.172	5.441	5.533	5.537
Disposals annex V (sgw)	29.646	34.346	35.494	40.685	41.992	56.700	53.065	62.178	66.465	60.911	70.930
delivered annex V	33.873	35.826	42.118	36.085	44.177	68.864	63.310	72.050	68.314	64.297	60.347

5.2 Port Reception Facilities

5.2.1 introduction

The following paragraphs state the number of companies in the Rotterdam-Rijnmond Port Region which are involved in the reception and processing of the various types of waste. It is also investigated whether in view of the available capacity, any bottlenecks can be foreseen.

As per 1-1-2018 16 owners have been designated in the Rotterdam-Rijnmond Port Region as Port Reception Facility for the collection of ship waste, harmful substances and cargo residues. A list of the designated owners is included as Appendix 1 to this PWHP. 16 of these Port Reception Facilities have mobile collection facilities (ships or Trucks) or fixed facilities (storage tanks) for the reception of ship waste. In addition, 6 terminals are owners of collection facilities which facilities can only be used by ships whose goods have been handled at the terminal.

The capacity of the Port Reception Facilities is described per company and port manager in Appendix 1 to the PWHP. Several companies are active in several port management areas in the Rotterdam-Rijnmond Port Region. The capacity has turned out to be sufficient during the last few years for the delivery pattern of the ships visiting the Rotterdam-Rijnmond Port Region. In the last few years no complaints have been received regarding the capacity of the Port Reception Facilities. At present there are sufficient Port Reception Facilities in the Rotterdam-Rijnmond Port Region.

An up-to-date summary of the designated collection companies is kept up to date on www.portofrotterdam.com/en and in the IMO's publicly accessible international database: gisis.imo.org.

5.2.2\1 Rules for the Port Reception Facilities

In all ports within the Rotterdam-Rijnmond Port Region owners of Port Reception Facilities must have a designation from the Municipal Executive pursuant to the provisions of the local port (management) bye-laws. Various conditions and stipulations are attached to such a designation.

In addition the following requirements apply within the Rotterdam-Rijnmond Port Region. If these are complied with the owner of the Port Reception Facility is eligible for a fee in respect of the collection and processing costs following submission of an electronic monthly report.⁷

- The electronic monthly report must be submitted by the operator of the Port Reception Facility to the Port of Rotterdam Authority, Division Harbour Master⁸. This report must include at least the following information:
 - summary of indirect fee per delivery as referred to in § 3.3.1 and § 3.3.2
 - name of deliverer (+ category of seagoing vessel)
 - name of processor(s)
 - waste flow
 - date of delivery by seagoing vessel to collector
 - quantity of waste collected
- The monthly report must be submitted electronically before the 15th of the following month.
- In addition owners of Port Reception Facilities must, pursuant to the provisions of Article 5 of the Port Reception Facilities Regulations, also submit an electronic quarterly report to the Port of Rotterdam Authority, Division Harbour Master This report must contain the following information:
 - summary of direct and indirect fees per delivery as referred to in § 3.3.1 and 3.3.2
 - name of disposer
 - waste flow
 - date of delivery by seagoing vessel to collector
 - quantity of waste collected
 - date of transfer to processor(s)
 - name(s) of processor(s)
- This report must be submitted electronically within 1 month of the end of the quarter in accordance with the Division Harbour Master format.
- Owners of Port Reception Facilities must each year submit an audit report to the Port of Rotterdam Authority before 1 March following the reporting year. The report must show at least the following:
 - the total amount of fees received from the Port of Rotterdam Authority for the collection, transport, storage and processing of ship waste;
 - the total amount of fees received from parties other than the Port of Rotterdam Authority for the collection, transport, storage and processing of ship waste, harmful substances and cargo residues;
 - the quantities (in m³) of waste (per type) which have been collected;
 - the quantities (in m³) of waste (per type) which have been treated;
 - the quantities (in m³) of waste (per type) which have been delivered to the processor;
 - the verification of the waste flows offered (per type and processor) in respect of the quantities at the processor.
- In addition owners of Port Reception Facilities must upon first request from the Port of Rotterdam Authority cooperate with an external audit.
- The fees provisionally paid to the owners of Port Reception Facilities do not become final until the Port of Rotterdam Authority has checked and explicitly approved the audit report.
- Fees are only paid to owners of Port Reception Facilities who are listed on the prenotification submitted to the Port of Rotterdam Authority by the shipping agent (see Section 5).

Port Reception Facilities facilitate shipping 24/7. The tariffs are available upon request from the Port Reception Facilities. This PWHP only describes the fee and reimbursements within the indirect financing system.

⁷ See Section 3 for the detailed indirect fee system.

⁸ Transport and Environmental Safety (department)

In addition the Port Reception Facilities shall keep their own records of incoming and outgoing waste flows as described in their Environmental Management Act permit. In the case of pretreatment (for example separation) of the waste flows by a Port Reception Facility the regulations included in this respect in the Environmental Management Act Permit must be complied with. A description of these processes is included in the application for an Environmental Management Act Permit. These permits must be applied for and are issued by the Ministry of Housing, Spatial Planning and the Environment (VROM).

5.2.3 Transport, intermediate storage and processing

After the owners of Port Reception Facilities have collected the waste flow or flows these are transported (with or without intermediate storage) to processors or treatment plants. Following receipt by a processor of a consignment the processor shall issue a verifiable (stamp + signature) covering form (e.g. EMA or 'S' form) in this respect to the owner. Any settlement of the processing costs takes place via the collector. Following processing of the waste flow the processor shall submit a statement hereof to the collector. National rules apply to the carrier and intermediate storage.

In addition the processors shall keep their own records of incoming and outgoing waste flows as described in their Environmental Management Act Permit. A description of the processes is included in the application for an Environmental Management Act permit. The administrative processes are included as regulations in the Environmental Management Act Permit issued. The relevant province is the competent authority in this respect.

SECTION 6: NOTIFICATIONS, DISPOSALS AND COLLECTIONS

6.1 Introduction

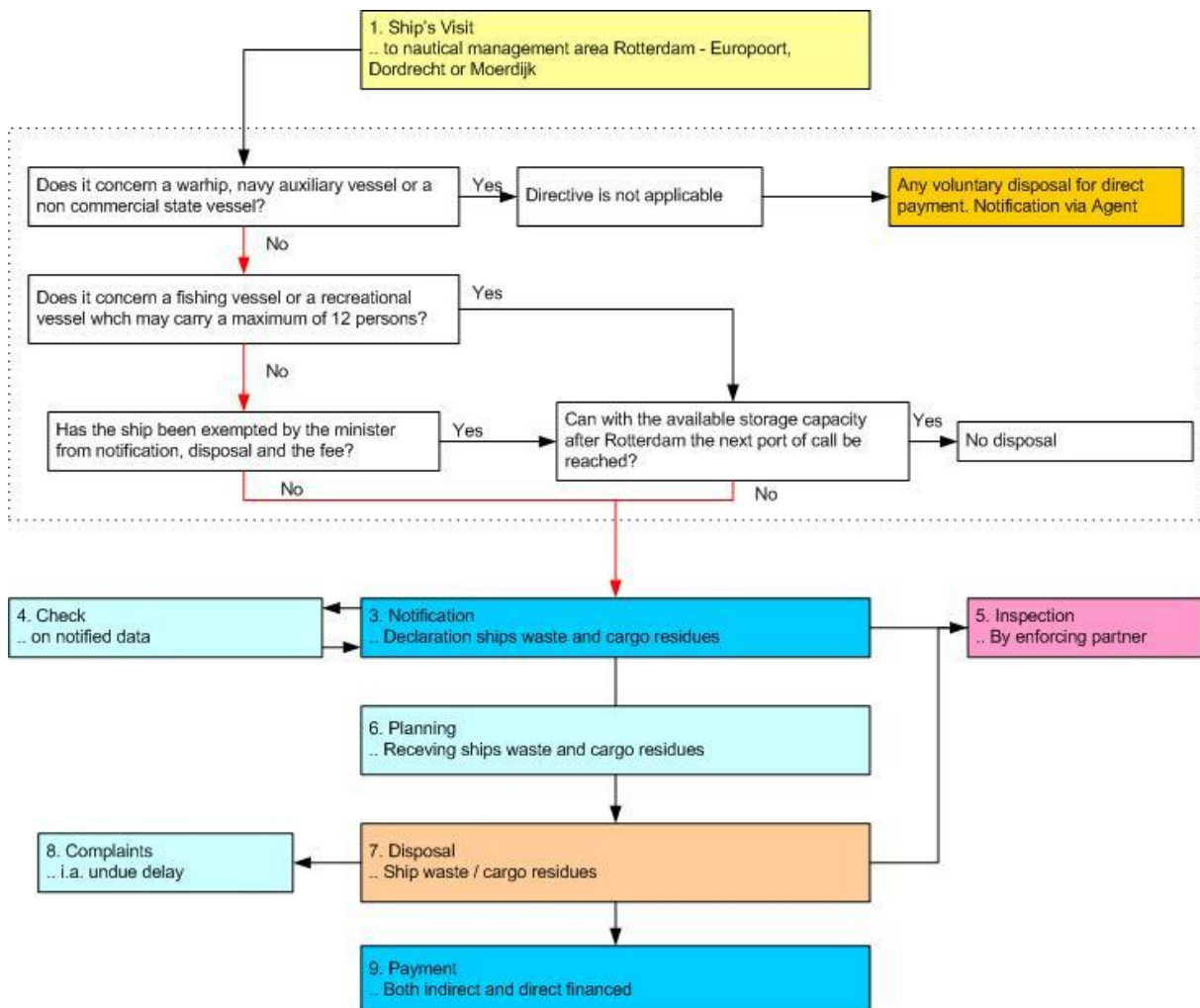
In this section the various procedures for seagoing vessels visiting the port are described. Firstly the general procedure with regard to (pre)notification, delivery and collection is described. Subsequently the exemption procedure is discussed. Finally the complaints procedure is described.

Prior to addressing the various procedures it should be noted that the procedures for the reception, collection, storage, treatment and disposal of ship waste must be set up in accordance with an environmental management system which is suitable for a gradual reduction of the environmental impact of these activities. This is the case if the Regulation (EC) No 761/2001 of the European parliament and of the council of 19 March 2001 allowing voluntary participation by organisations in a Community Eco-Management and Audit Scheme (EMAS) is complied with.

6.2 (Pre)notifications

The captain of a ship which wishes to call in at the Rotterdam-Rijnmond Port Region can determine on the basis of the following flowchart whether the vessel falls under the notification obligation within the meaning of the Wvvs.

If this is the case the captain of the ship informs the port manager of ship waste via a notification.



6.2.1 Content of delivery notification: prenotification

In the Port Reception Facilities Regulations the information to be included in a notification is described. The notification form is included in Appendix 2 to the PWHP.

In the area of application the notification must be submitted via the notification application made available by Portbase.

6.2.2 Notification period

With regard to the notification of the present shipwaste the following notification periods apply:

- at least 24 hours prior to arrival if the port of call is known
- as soon as the port of call is known, if this information is available less than 24 hours prior to arrival, but at the latest when entering the territorial waters, or
- at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours and within territorial waters.

The 24-hour notification period is in the interests of the efficiency of the Port Reception Facilities and the efficient planning of waste management in order to avoid unnecessary delays in the delivery of ship waste. If the notification is submitted within 24 hours prior to delivery the delivery cannot be guaranteed at the envisaged time.

The notification period is also based on the Territorial Sea Shipping Regulations.

6.2.3 Notification procedure

Notifications to the port manager may only be submitted electronically. In order to be able to do this the notifier must have an access code. For this reason only shipping agents can submit notifications in Rotterdam via Portbase. The captain reports the waste information concerning the ship to the agent via hard copy or e-mail to which a notification form for ship waste in Excel format is attached. This electronic form can be loaded into Portbase and be supplemented with local information (name of collector, delivery location, etc). The notification can then be forwarded to the Harbour Master by the agent.

6.2.3 Keeping of notification data

The captain shall keep the notification data (or a printout of the notification data) on board the ship in any case until the next port of call and shall make this immediately available to the competent authorities upon request.

6.2.4 Operational notification

In addition to the written prenotification a collector must pursuant to Article 3 of the Port Reception Facilities Regulations also submit an operational closeout report whereby the identity of the seagoing vessel or ship, the date and time and the types and quantities of ship waste and other harmful substances or residues of harmful substances delivered must be reported to the relevant Harbour Master.

Following delivery the collector must fill in an 'S' form. A copy of the 'S' form must be sent to the port manager.

6.3 Delivery and collection of ship waste and cargo residues

In Articles 12b and 12c of the Wvvs it is provided that ships must deliver all ship-related waste to a Port Reception Facility prior to departure from the port unless the ship has been exempted from the delivery obligation or in case the ship has sufficient remaining storage capacity for the relevant ship waste during the intended voyage. The exemption procedure is described in § 5.4. In addition to the compulsory delivery the captain of a ship may of course also decide upon voluntary delivery.

6.3.1 Ship waste

In order to avoid the undesirable discharge or dumping of waste the EU directive 2000/59 states that all ship waste must be delivered prior to departure from the port. The captain of a ship may decide not to deliver the ship waste if the ship has sufficient storage capacity on board for the different types of waste. The Port State Control and Flag State Control (Transport, Public Works and Water Management Inspectorate: ILENT) has developed rules of thumb for this purpose:

Next port	Annex I (Engine room)	Annex IV	Annex V
EU-port	25% tankcapacity free	25% tankcapacity free	75% storage capacity free
Non-EU-port	75% tankcapacity free	25% tankcapacity free	100% storage capacity free
Unknown port (sea)	100% tankcapacity free	25% tankcapacity free	100% storage capacity free

If the captain decides to deliver ship waste, this must be stated in the prenotification. The collection company entered by the shipping agent will receive an e-mail from the Division Harbour Master stating information regarding the ship and details of the waste. In addition to this e-mail the planning of the collection activities is coordinated between the ship's shipping agent and the relevant collector.

6.3.2 Cargo residues

In comparison with the delivery of ship waste the following special regulations apply to the delivery of cargo residues⁹.

The captain must ensure that cargo residues are delivered in the port to a Port Reception Facility in accordance with the regulations of the Prevention of Pollution from Ships Decree.

The captain is obliged to wash tanks in which liquids have been carried which are classified as MARPOL Annex II, category X and to deliver the resulting tank washings to the Port Reception Facility. A similar obligation applies to substances classified as Annex II, category Y or Z if the residues in the tank and the associated pipelines exceed the maximum permitted quantity.

Exemption from this obligation for the delivery of tank washings contaminated with cargo residues is possible if:

- the tank will be reloaded with the same liquid or with a liquid compatible therewith (load on top);
- the captain has written confirmation from a subsequent port that the ship will carry out the compulsory prewash in that port and deliver the tank washings generated as a result to a Port Reception Facility, and
- the cargo residues in a tank will be removed by means of ventilation in accordance with the Standards as referred to in Annex II.

The collection, transport and transshipment must take place with due regard to the applicable statutory regulations.

⁹ Appendix 2 lists for all types of cargo residues at which companies delivery is possible.

In view of the fact that the other activities of a delivering seagoing vessel may result in restrictions in respect of the delivery of cargo residues to a collection vessel moored directly alongside, the planning of the delivery must be accurately coordinated between the disposer and relevant collector.

The notification procedures are identical to those for ship waste.

6.4 Green Deal Scheepsafvalketen

On september 10th 2014 the PoRA co-signed the Green Deal Shipwaste chain. In this deal, which is agreed by the Ministry of Infrastructure and the Environment, other Port Authorities and some stakeholders, various ambitions are agreed upon in relation to the organisation of collecting and treatment of, mainly, plastic ships waste. The complete text is attached in Appendix 6 (in Dutch).

The most important issues for the Port of Rotterdam are:

1. PoRA will (in cooperation with VOMS and NVVS) optimise the planning and process in port in such a way that as soon as possible after storing (victuals) the ship, the packing materials will be handed over to the PRF.
2. As of 2015, if the ship has not disposed its waste and it is intending to leave the port, the DHMR will ask the ships agent for the reason why.
3. The effect of riskbased enforcement on the compliance of waste disposal and discharge requirements will be raised by both the Port Authority and ILenT.
4. PoRA will introduce an incentive to dispose separated, clean plastic.
5. PoRA will introduce quality criteria for PRF's.
6. A research or inquiry will be conducted on a more efficient way of disposing waste ashore, of which one possibility of exchanging full waste bins for empty ones, will be researched.
7. PoRA will, together with Port of Amsterdam and ILenT, try, during regular inspections, to create awareness in relation to handling ships waste.
8. Port Authorities will introduce, not later than January 2016, an similar financial system for PRF's.

SECTION 7: COMPLAINTS PROCEDURE

Pursuant to Article 6a of the Wvvs a port manager must arrange a facility with regard to the reporting and handling of complaints regarding alleged inadequacies of Port Reception Facilities.



Report

Complaints with regard to alleged inadequacies of Port Reception Facilities may be submitted to the relevant port and the IMO. The complaints form has been adopted internationally: "revised consolidated format for reporting alleged inadequacy of port reception facilities" (IMO, MEPC/Circ.349 – 18 November 1998) and can be downloaded from www.portofrotterdam.com/en.

It is advisable that a complaint concerning unnecessary delay be submitted as soon as possible so that measures can be taken in order to limit any delay to the ship as much as possible.

Handling

If a complaint is submitted to the port manager he will inform the complainant of the results of the investigation in writing and supported by reasons, as well as of any conclusions attached thereto.

SECTION 8: SUPERVISION AND ENFORCEMENT

Supervision of compliance with the Wvvs is assigned to the officers of the Inspectorate Transport and Water Management, Shipping Inspectorate (ILENT/PSC) in Article 14 of the Wvvs with regard to the delivering seagoing vessel.

Pursuant to Article 30 of the Wvvs the Harbour Master of Rotterdam performs a number of supervisory tasks on behalf of the ILENT/PSC with regard to Annex I and II cargo residues within the Rotterdam¹⁰ management area.

In addition the Port of Rotterdam Authority performs a number of supervisory tasks pursuant to the Rotterdam Port Management Bye-Laws, the Schiedam Port Bye-Laws and the Vlaardingen Port Bye-Laws. In addition the Port of Rotterdam Authority will, in its capacity as manager of the indirect financing system, be able to carry out checks on the correctness of the statements and the correctness of the quantities and types of ship waste, cargo residues and harmful substances actually delivered.

The Housing, Spatial Planning and the Environment Inspectorate (VROM-I) supervises compliance with environmental legislation with regard to the collectors with mobile collection facilities (lorries and barges).

The provinces are responsible for supervision of waste processing installations and stationary collection facilities. For the Rijnmond region this has been delegated to the DCMR Environmental Protection Agency Rijnmond.

¹⁰ see Article 3 of the Authorisation of Transport, Public Works and Water Management Inspectorate Duties Decree

SECTION 9: REPORTING

The port manager must each year submit a report to the Minister of Transport, Public Works and Water Management and IlenT including a summary of:

- the total of the costs in connection with the collection, storage and processing of ship waste;
- the total quantity of ship waste collected, stored and processed;
- the total quantity of ship waste and other harmful substances and residues of harmful substances collected and stored;
- the types of waste according to Annex and category;
- the quantities of waste collected (indirect);
- the quantities of waste collected (direct);
- the percentages of collected waste.

In addition the Minister may upon request be informed by the port manager. This concerns inter alia the following information:

- nature of the reports regarding inadequacies of Port Reception Facilities;
- the number of ships which have made use of exemptions;
- a summary of the types and quantities of waste received in relation to the number of ships and types of ship;
- the number of designations for Port Reception Facilities.

The port manager processes the information per calendar year. The above-mentioned information is available upon request.

SECTION 10: ORGANISATION AND COMMUNICATION

Finally in this chapter the measures which have been taken in order to safeguard the PWHP are written down. Furthermore a description is given of the communication regarding the PWHP.

10.1 Consultation

Article 6, paragraph 3 of the Wvvs provides that a PWHP must be drawn up in consultation with the relevant parties, in particular the port users.

For the development of this PWHP consultations have been held with several interested parties. Each year the Ministry of Transport, Public Works and Water Management organises sounding board consultations for relevant parties in the Netherlands. The Port of Rotterdam Authority and the Rotterdam Division Harbour Master are invited to this and are often present in order to be able to provide a fee to these consultations regarding subjects which are of importance to the Rotterdam-Rijnmond Port Region.

The Harbour Master of Rotterdam also organises similar consultations once or twice a year for those directly involved in the PWHP in the Rotterdam-Rijnmond Port Region. Representatives of the collection companies, processors, Royal Association of Netherlands Shipowners, other port managers from the Rotterdam-Rijnmond Port Region, Association of Rotterdam Shipbrokers and Agents are invited to these consultations. Terminal operators (with the exception of Port Reception Facilities) are not invited to take part in these consultations as collection of waste takes place almost completely by water. Minutes are taken of these meetings which are distributed to the attendees.

In addition bilateral consultations take place with some regularity with the aforementioned organisations. For umbrella subjects (such as enforcement) consultations are held with the public authorities.

The changes to the 2010 PWHP compared to the previous PWHP were presented and discussed in the Rotterdam sounding board on 26 May 2009.

10.2 Operational implementation of the Port Waste Handling Plan

Although every individual port manager remains officially responsible for the implementation of the PWHP in the port administered by him, all port managers from the Rotterdam-Rijnmond Port Region have – for reasons of consistency and efficiency – transferred the operational implementation of the PWHP in their port to the Rotterdam Division Harbour Master. The Harbour Coordination Center and the Transport and Environmental Safety department mainly carry out these tasks. The Port of Rotterdam Authority also arranges for the collection (Port Dues department (and the associated payments, see Section 3 for more information)) of the statutory fee (indirect financing) in the entire Rotterdam-Rijnmond Port Region. The remaining tasks are assigned to the Port Development/Shipping department.

For the sake of convenience this section refers to departments instead of officials as no specific officials have been appointed.

10.3 Communication

The fees are included in the (General) Terms and Conditions or bye-laws of the port managers.

The levels of the fees and fees are presented on an A5 flyer.


The final PWHP will be posted on the Port of Rotterdam Authority website in 2 languages (Dutch and English).

Appendix 1: List of designated Port Reception Facilities

Naam bedrijf Gevestigd Postcode en Plaats	HOI aanw. Geldig tot Stoffen Marpol	Ontvangst- voorzieningen capaciteit	Telefoon / Fax Email Bedrijfsactiviteiten m.b.t. de aanwijzing
ATM BV Vlasweg 12 4782 PW Moerdijk	01-01-2020 Annex I, II en IV	Waltanks	0168 – 389 289 E: info@atmmoerdijk.nl Inzamelen en verwerken
Bek & Verburg B.V., Montrealweg 140 3197 KH Botlek Rt	01-01-2020 Annex V en VI	Vaartuigen Voertuigen 2000 m3	010-4287744 / 4287749 E: info@bek-verburg.nl Inzamelen en schoonmaken
CIMS Boompjes 254 3011 XZ Rotterdam	01-01-2020	Vaartuigen	085-0711980 E: info@cimsnetherlands.nl
Drecht Tank Cleaning b.v. Postbus 3120 3301 DC Dordrecht	01-01-2020 Annex I	Vaartuigen Voertuigen	078-6120976 E: info@dtcdordt.nl Inzamelen en schoonmaken
International Slop Disposal b.v. (ISD) Torontostraat 20 3197 KN Botlek - Rotterdam	01-01-2020 Annex I, II, IV, V en VI	Vaartuigen Voertuigen 3900 m3	085-4867222 E: nl@ngrp.com Inzamelen
J.C. Jongen Uilenkade 14 3336 LP Zwijndrecht	01-01-2020 Annex I, II en IV	Vaartuigen	Tel. nr. 078-6352934 E: info@milieuboten.nl Inzamelen
Koole Terminals	Aanvraag loopt	Waltanks	
MAIN b.v. Petroleumhavenweg 48 1041 AC Amsterdam	01-01-2020 Annex I, II en IV	Vaartuigen Voertuigen	020-6130225 E: info@main-bv.nl
Maritime Shipcleaning Rotterdam B.V Maassluisdijk 101 3133 KA Vlaardingen	01-01-2020 Annex I, IV, V en VI	Voertuigen	(0)10 3033215 Info@maritimeshipcleaning.nl Inzamelen na schoonmaken
Marpol Services Trawlerkade 53 1976 CB IJmuiden	01-01-2020 Annex I	Vaartuigen	0255 525 051 E: info@marpolservices.nl Inzamelen
Martens havenontvangstinstallatie Vlissingen b.v. Spanjeweg 2 4455 TW Nieuwdorp	01-01-2020 Annex I, II, IV, V en VI	Voertuigen Vaartuigen Waltanks	0113-672210 E: info@martenscleaning.nl inzamelen, schoonmaken en verwerking
Martignoni Slop Disposal Eemhavenweg 13 3089 KS Rotterdam	01-01-2020 Annex I, II, IV, V en VI	Voertuigen Vaartuigen Waltanks	0113-672210 info@martignoni.nl inzamelen, schoonmaken en verwerking.
Omega Containertransport Den Haag Prisma 10 2495 AR Den Haag	01-01-2020 Annex V	Voertuigen	070 - 389 08 24 Inzamelen
Renewi Nederland B.V. Kreekweg 80 3133 AZ Vlaardingen	01-1-2020 Annex V	Voertuigen	0800-0130 Inzamelen
Ships Waste Oil Collector (SWOC) Chemiestraat 20 3197 KH Botlek Rt	01-01-2020 Annex I, II, IV, V en VI	Vaartuigen Voertuigen 1440 m3	010-2957154 E: info@shipswaste.nl Inzamelen
Vacuüm-Reiniging (Vacuüm Cleaning) Sportlaan 255 3364 DK Sliedrecht	01-01-2020 Alleen als gevolg schoonmaak werkzaamheden Annex I en IV	Vacuüm wagens	0184-430806 E:p.vangurp@breejen.com Inzamelen en schoonmaken
Van Winden Cleaning B.V., Willem de Zwijgerlaan 19 3136 AP Vlaardingen	01-01-2020 Annex I en IV	Voertuigen	0181-219222 / 0181- 212946 E: 1.winden@wxs.nl Inzamelen en schoonmaken

Naam bedrijf Gevestigd Postcode en Plaats	HOI aanw. Geldig tot Stoffen Marpol	Ontvangst- voorzieningen capaciteit	Telefoon / Fax Email Bedrijfsactiviteiten m.b.t. de aanwijzing
Verhart Groen IJsselveld 20 3417 XH Montfoort	01-01-2020 Annex V	Voertuigen	0348 -47 18 05 E: info@verhartgroen.nl
Zeeland Maritime Cleaning Engelandweg 33 4389 PC Ritthem	01-01-2020	Voertuigen	0118-484038 info@zmcleaning.nl

Appendix 2: Notification form

Waste						
Name of ship:	IMO number:	Port of call:	be smart, get connected 			
Last waste delivery						
Port						
Delivery date						
Type of waste	Quantity last delivery *	Quantity to be retained *	Quantity to be generated	Maximum dedicated storage capacity *	Port where retained waste will be delivered	Product specification *
	Only numbers allowed (max. 10 digits, incl. decimals (max. 2))	Only numbers allowed (max. 10 digits, incl. decimals (max. 2))	Only numbers allowed (max. 10 digits, incl. decimals (max. 2))	Only numbers allowed (max. 10 digits, incl. decimals (max. 2))	Only UNCO-coded allowed	Free text (max. 70)
Oilly waste (Marpol Annex 1)						
Sludge	0	0	0	0	0	
Fuel remnants	0	0	0	0	0	
Bilge water	0	0	0	0	0	
Used engine oil / waste oil	0	0	0	0	0	
Garbage (Marpol Annex 5)						
Food waste	0	0	0	0	0	
Plastics, clean	0	0	0	0	0	
Plastic, contaminated	0	0	0	0	0	
Small dangerous waste	0	0	0	0	0	
Other domestic waste	0	0	0	0	0	
International catering waste (non-EU)	0	0	0	0	0	
Paper / carton	0	0	0	0	0	
Rags	0	0	0	0	0	
Glass	0	0	0	0	0	
Metal / steelwires	0	0	0	0	0	
Bottles	0	0	0	0	0	
Cookery	0	0	0	0	0	
Incinerator ashes	0	0	0	0	0	
Animal carcasses	0	0	0	0	0	
E-waste whole devices	0	0	0	0	0	
E-waste devices	0	0	0	0	0	
Pyrotechnics	0	0	0	0	0	
Batteries	0	0	0	0	0	
Fire extinguishers	0	0	0	0	0	
Car tyres / rubber	0	0	0	0	0	
Cooling liquids	0	0	0	0	0	
Propellor shaft grease	0	0	0	0	0	
Fumigation products	0	0	0	0	0	
Filter/regs bag	0	0	0	0	0	
Wood	0	0	0	0	0	
Oil contaminates drums	0	0	0	0	0	
Fishing Gear	0	0	0	0	0	
Cooking oil	0	0	0	0	0	
Operational waste	0	0	0	0	0	
Sewage (Marpol Annex 4)						
Sewage waste (black water)	0	0	0	0	0	
Sewage waste (grey water)	0	0	0	0	0	
Cargo residue (Marpol Annex 1) (tankers only)						
Dirty Ballast water	0	0	0	0	0	
Washwater oil	0	0	0	0	0	
Oilly waste from cleaning (scaling)	0	0	0	0	0	
Other oily waste	0	0	0	0	0	
Cargo residues chemicals (Marpol Annex 2) (tankers only)						
Cargo residues / chemical washwater	0	0	0	0	0	
Dirty Ballast water	0	0	0	0	0	
Other cargo residues	0	0	0	0	0	
Cargo residue (Marpol Annex 5) (non-tankers only)						
Washwater dry cargo HME	0	0	0	0	0	
Washwater dry cargo non-HME	0	0	0	0	0	
Dry cargo residues HME	0	0	0	0	0	
Dry cargo residues non-HME	0	0	0	0	0	
Other cargo residues	0	0	0	0	0	

Appendix 3: Adoption decisions by port managers in the Rotterdam-Rijnmond Port Region

The original documents of the adoption decisions by the port managers are available at the offices of the portmanager and the port of Rotterdam Authority.

Adoption decisions by the Municipality of Dordrecht
Adoption decisions by the Municipality of Maassluis
Adoption decisions by the Municipality of Schiedam
Adoption decisions by the Municipality of Vlaardingen
Adoption decisions by the Port Authority Moerdijk
Adoption decisions by the Rotterdam Port Authority

