



# **Port of Cork**

## **Port Waste Management Plan**

**April 2017**

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## **PREAMBLE**

### **AIMS AND OBJECTIVES**

The overall aim of this port waste management plan for The Port of Cork is to protect the marine environment by reducing discharges into the sea of ship generated wastes and cargo residues, to improve the availability and use of reception facilities and strengthen the enforcement regime.

Its objectives are

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

# 1. THE PORT

## OVERVIEW OF PORT ACTIVITIES

The Port of Cork is the second port in the Republic of Ireland and the principal port on the south coast. In its advantageous geographical location, close to the major shipping lanes to Northern Europe, it is Ireland's most important trading port with the continent. As one of two Irish ports which handles all five shipping modes i.e. lift-on lift off, roll-on roll-off, dry bulk, liquid bulk and break bulk, Cork has a well earned reputation of offering port users ultra modern facilities allied to a first class service. The port offers the shortest ferry crossing to mainland Europe and it is the only Irish port from which are operated direct, scheduled lift-on, lift-off and roll-on roll-off services to the continent. Cork is Ireland's premier deepwater industrial port and the spacious harbour contains the largest concentration of port related industry in the state

- Dry bulk and liquid bulk cargoes are handled at the city quays.
- Ringaskiddy Deepwater Terminal, which handles the largest share of dry bulk cargoes is capable of handling fully laden Panamax size vessels.
- The port's container services are handled at the Tivoli Container Terminal, situated two miles down river from Cork city while Tivoli also handles short-sea car carriers, bulk liquids and concentrates.
- Car ferries and roll-on roll-off freight services are operated from the Ringaskiddy Ferry Terminal although the port's deep-sea ro-ro services are operated from the adjoining deepwater terminal.
- The port's throughput of trade vehicles is handled at both Tivoli and Ringaskiddy.
- Cruise liners are handled primarily at the Cobh Cruise Terminal but also at City Quays and Ringaskiddy.
- Ireland's only oil refinery, owned by Irving Oil is situated at Whitegate
- Other private marine facilities are located at Cork Dockyard, Cobh, Marino Point and Passage West.

### 1.1 Overview Map Port of Cork



## 2. LEGISLATIVE SUMMARY

### LEGISLATION LIST

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

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

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- Commission Directive 2014/100/EU amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system
- S.I. No. 367 of 2016: European Communities (Vessel Traffic Monitoring and Information System) (Amendment) Regulations 2016
- Directive 2012/33/EU amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels
- S.I. No. 361 of 2015: European Union (Sulphur Content of Marine Fuels) Regulations 2015
- Sea Pollution Act, 1991
- Sea Pollution (Amendment) Act, 1999
- Sea Pollution (Miscellaneous Provisions) Act, 2006

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

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

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

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

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

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

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

- S.I. No. 269 of 2006: Sea Pollution (Prevention of Pollution by Sewage from Ships) Regulations 2006
- S.I. No. 281 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2008
- S.I. No. 372 of 2008: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) (No.2) Regulations 2008
- S.I. No. 492 of 2012: Sea Pollution (Prevention of Pollution by Sewage from Ships) (Amendment) Regulations 2012

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

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

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

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

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

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

### *[Other legislation]*

- Waste Management Act 1996 [No. 10 of 1996]
- Waste Management (Amendment) Act 2001 [No. 36 of 2001]
- Protection of the Environment Act 2003 [No. 27 of 2003]
- Diseases of Animals Act 1966
- S.I. No. 153 of 1985: Diseases of Animals (Feeding and Use of Swill) Order 1985

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- S.I. No. 133 of 1987: Diseases of Animals (Feeding and Use of Swill) (Amendment) Order 1987
  - S.I. No. 597 of 2001: Diseases of Animals Act, 1966 (Prohibition on the Use of Swill) Order, 2001
  - S.I. No. 252 of 2008: European Communities (Transmissible Spongiform Encephalopathies and Animal By-Products) Regulations 2008
  - S.I. No. 12 of 2009: Diseases of Animals Act 1966 (Prohibition On the Use of Swill) (Amendment) Order 2009
  - Regulation (EC) No 1069/2009 of the European Parliament and of the Council of 21 October 2009 laying down health rules as regards animal by-products and derived products not intended for human consumption and repealing Regulation (EC) No 1774/2002 (Animal by-products Regulation)
  - Commission Regulation (EU) No 142/2011 of 25 February 2011 implementing Regulation (EC) No 1069/2009 of the European Parliament and of the Council laying down health rules as regards animal by-products and derived products not intended for human consumption and implementing Council Directive 97/78/EC as regards certain samples and items exempt from veterinary checks at the border under that Directive
  - Animal Health and Welfare Act 2013
  - S.I. No. 187 of 2014: European Union (Animal By-Products) Regulations 2014
  - S.I. No. 126 of 2011: European Communities (Waste Directive) Regulations 2011
- [This list is not intended to be exhaustive – it is for reference purposes only.]*



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

Use the definitions in MARPOL 73/78 Regulations

#### **3.1 MARPOL ANNEXES**

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

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

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

*Annex IV Sewage*

*Annex V Garbage*

*... which includes - hazardous waste including cargo waste, food waste, glass, metal, plastics, paper/cardboard, wood, paint tins, batteries*

*Annex VI Prevention of Air Pollution from Ships*

The categories under consideration at The Port of Cork are Annexes I, II and V, there being no general requirement for Annex III (such pollution would be dealt with by way of an isolated incident). Facilities for the discharge of sewage are available on request.

#### **3.2 Cargo Waste**

It will be the responsibility of both the ship and the stevedore/cargo receiver to collect and dispose of all waste accumulated from the loading/discharge of cargo.

The stevedore/receiver will, as soon as possible after completion of cargo loading/discharge, dispose of any cargo residues remaining on the berth, and any spillages between the berth and the warehouses. They shall leave the berth in the same condition as prior to discharge/loading.

## SECTION I

### 4. THE PORT WASTE MANAGEMENT SYSTEM

#### 4.1 INTRODUCTION

A system, as described in the following sections, has been put in place. The system takes account of the European Communities (Port Reception Facilities for Ship-Generated Waste and Cargo Residues) Regulations 2003.

The system incorporates a port waste management system and a ship based garbage information management system as already required by the International Maritime Organisation (IMO). Ship agents operating in the port, fishing representatives and all port users likely to use the system will be notified of the facilities available for each sector by means of a local Notice to Mariners. Each commercial vessel will be required to complete the pre arrival notification form even when there is a nil return. A copy of the plan will also be published on the Company web-site [www.portofcork.ie](http://www.portofcork.ie)

The Harbour Master or his Deputy will be responsible for the implementation of the Port Waste Management Plan.

### 5. PROCEDURES FOR THE USE OF THE PORT WASTE RECEPTION FACILITIES AT THE PORT OF CORK

#### 5.1 *Mandatory Provision*

The Port of Cork has made available the following system of port reception facilities for ship generated wastes. The Harbour Master is the person responsible for the implementation of this Plan.

#### 5.2 *Mandatory Discharge*

All vessels MUST discharge ship-generated waste before leaving The Port of Cork unless it can be demonstrated that storage space for such waste is sufficient. If retaining waste on board, a legitimate reason for not using the port reception facilities must be given. Failure to do so will result in detention in port until waste has been discharged.

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

### **5.3 Definition of an Exempt Ship**

Applications for exemptions from the port waste management system must be made to the Harbour Master and the approval of the Minister is required for the issue of exemptions. They are not automatic. There are three grounds for the granting of an exemption and they must ALL be satisfied:

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

### **5.4 Notification Requirement**

The following information is required from ALL vessels prior to arrival

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

### **5.5 Notification Mechanism**

The checklist is to be completed by the Master and submitted to The Port of Cork via the ship's agent at least 24 hours prior to arrival. Transmission should preferably be by electronic means (e mail or fax). The Port of Cork will retain ALL notification records for 3 years in order to comply with the audit requirements of S.I 117 of 2003. Failure to submit a checklist MAY result in delay in entry. It is to be noted that this will be called a SCHEDULE 2 WASTE CHECKLIST to avoid confusion with the convention that Schedule 2 checklist refers to hazardous cargo.

### **5.6 Charging System**

The EU Directive states that each vessel must contribute 'significantly' to the cost of port waste reception facilities for ship-generated waste, without that cost providing a disincentive to use. This is reflected in the Statutory Instrument as 'every port authority shall ensure that the costs of waste reception facilities are covered by means of a due collection of a fee from ships.'

In the Port of Cork, the cost of port reception facilities for shipboard general waste, including the treatment and disposal of the waste, shall be covered through the collection of a fee from all ships.

***Hazardous waste will be organised and charged separately directly to ship via ships agent.***

There will be no port administration charge on this waste.

Indirect Fees will be fair, transparent, non -discriminatory and reflect the costs of the facilities and services made available, and, where used, the amount of the

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fees and the basis on which they have been calculated shall be agreed with all users. They will cover at minimum 30% of the port reception facilities costs. In calculating the indirect fee to all vessels the following formula applies:

$$\frac{\text{the total yearly direct operational costs covered by the indirect fee}}{\text{total yearly direct operational costs for all waste delivered in the port}} \times 100$$

Therefore, the charging system will be as follows:

### **Fees:**

*Fees have been set since implementation of Port Waste Plan , no increases have been requested*

- All commercial cargo vessels - €35 standing charge
- €52 + VAT for 1 x 1100 lt bin
- Where a vessel requires a full size skip, which must be taken to landfill immediately, the full cost of disposal will be charged as follows
- Transport cost €750
- Disposal cost €180 per tonne

The system is operated by a licenced waste contractor, selected following a tender process.

Hazardous and Oily waste will be organised and charged separately directly to ship via ships agent. There will be no port administration charge on this waste.

Information on the disposal costs can be obtained from the Port through the vessel's agent.

### **Payment Method:**

**Commercial vessels are invoiced by the Port Company via the appointed Port Agent.**

**Resident fishing and leisure craft are charged an annual fee which is invoiced with annual port charges.**

Note on Cargo Waste Charge:

Failure of the stevedores/receivers to properly remove and dispose of cargo residue will result in the Port of Cork Company carrying out this duty and charging the stevedores/receivers for this work. A quantum of charge will be determined by the time taken and all disposal charges.

## 6. Type and Capacity of Facilities

### 6.1 Purpose

To provide facilities which are suitable for the types and amounts of waste, to be received in port. There is no pre-treatment facility for the waste collected from vessels.

The Facilities within the jurisdiction of the Port Company are both Port owned and operated and privately owned. The Port Company operate large garbage compactors in two locations.

1. Tivoli Terminal
2. Ringaskiddy Terminal

All other facilities, private and public are supplied with mobile bins and skips that are either removed to landfill sites when filled or are transferred to the port compactors which are emptied as required.

All skips and wheelie bins are clearly marked and labelled. Waste reception facilities are provided by the operators of the four marinas located in the port for use by local and visiting recreational craft.

The system has been publicised through the agents and all parts of the waste management chain will have copies of this plan and an accompanying Contact Directory (with an amendment and update procedure).

Waste per ship will not automatically become one skip load but will be held until a skip is ready for disposal but this is to form part of the contractor's remit, not the port.

#### ***Ships which wish to discharge oily and hazardous wastes:***

Such vessels will continue to make arrangements through their agents for such transfer and disposal of oily waste with specialist companies. Hazardous and Oily waste will be organised and charged separately directly to ship via ships agent. There will be no port administration charge on this waste. The Port of Cork to receive notification of such discharges.

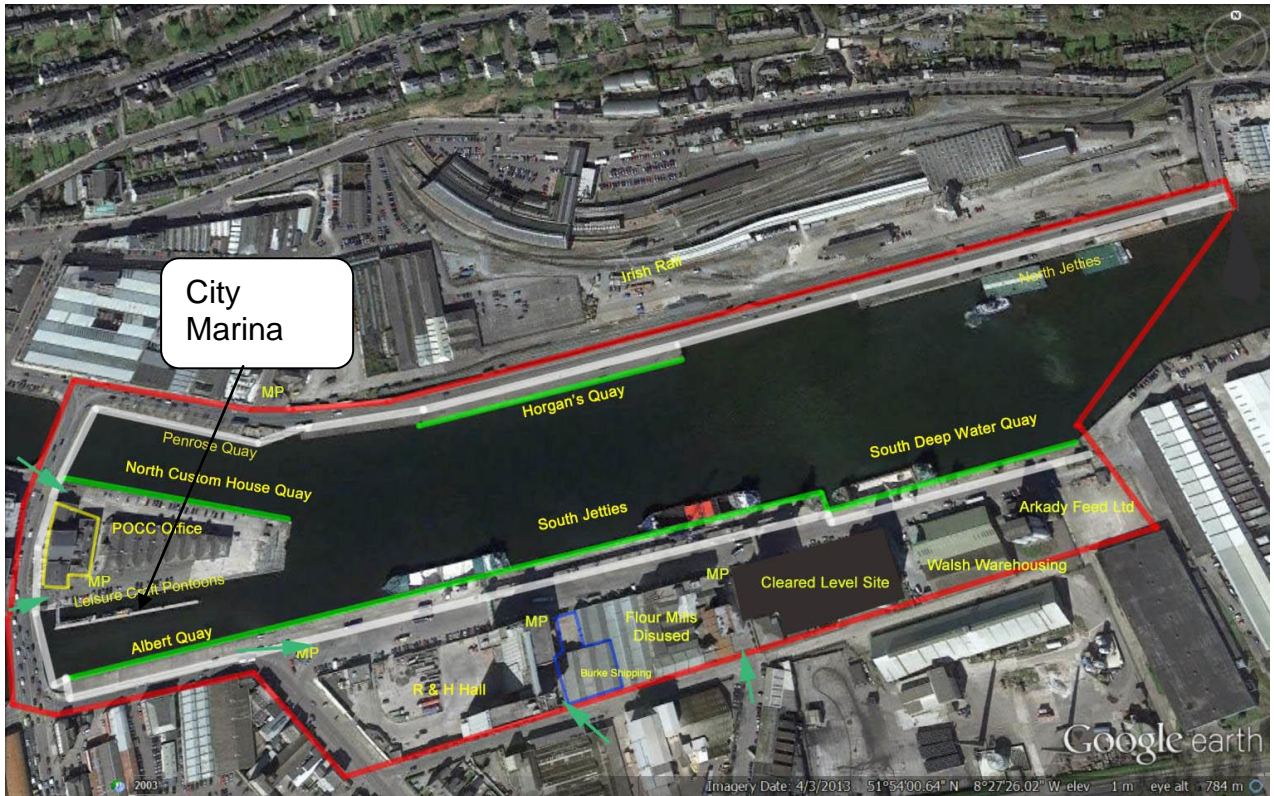
Owing to the volume of waste produced by cruise liners, specific skips will have to be supplied but policed by the crew to avoid improper use.

The actual locations of waste reception facilities provided by the Port of Cork Company for ship generated waste are as follows:

-

## 6.2 City Quays and City Marina

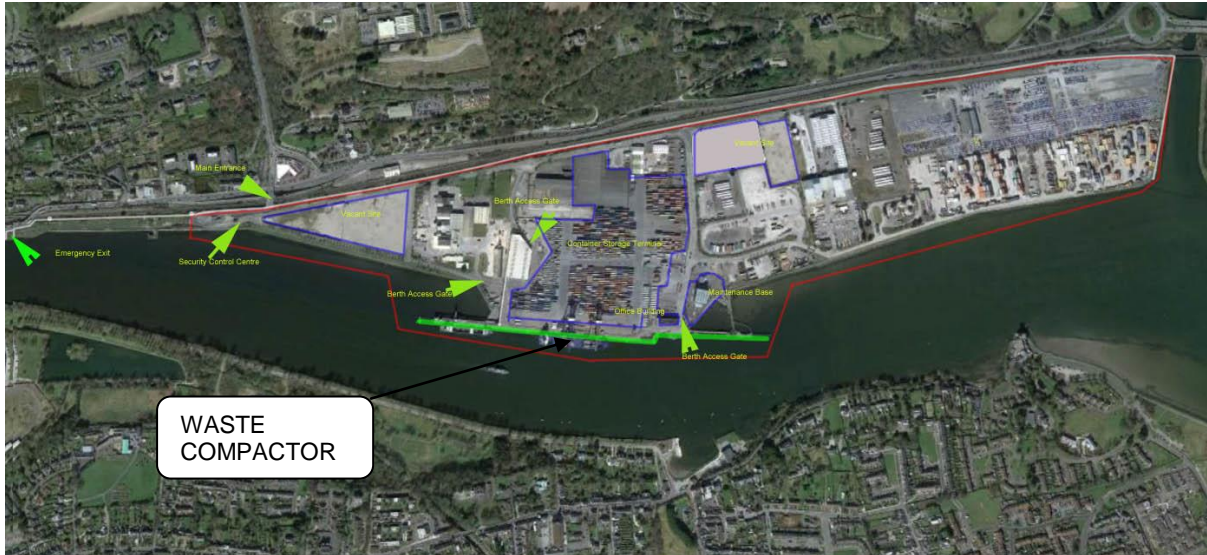
- Bins delivered to the vessels gangway when ordered and removed to either a compactor in Tivoli or taken off site
- City Marina 1 x 1100 litre wheelie bin



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## 6.3 Tivoli Terminal

- A 23 Cu metre compactor in a locked compound at each location.
- Wheelie 1100 Ltr as required delivered to vessels
- 



## 6.4 Cobh Cruise Berth

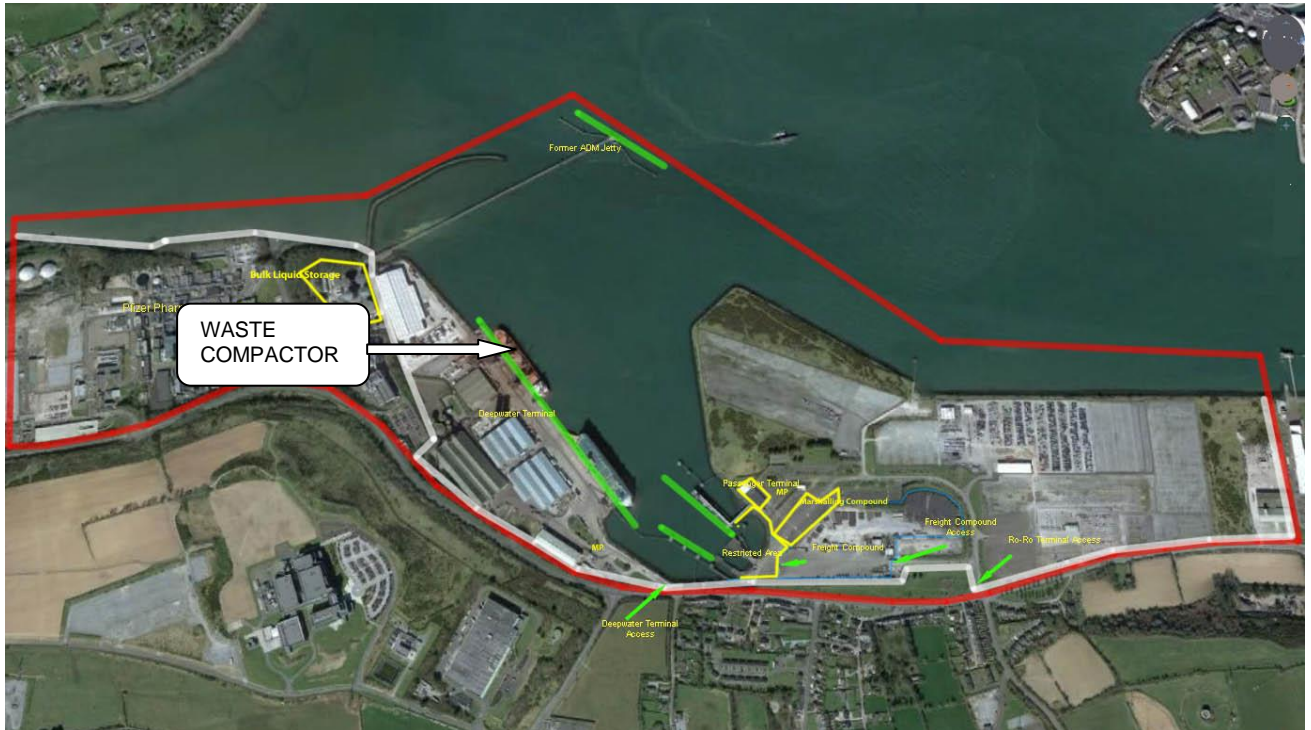
- Skips and Bins delivered as requested by the vessel. Owing to the large quantity of waste produced by cruise liners, the normal size waste receptacle is a large skip, which is taken directly to the waste facility after use.



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## 6.5 Ringaskiddy Terminal

- A 23 Cu metre compactor in a locked compound at each location.
- Wheelie 1100 Ltr as required delivered to vessels



6.6 Passage west (private facility) – **14 Cu m closed skip with lock held by facility management for general waste.**





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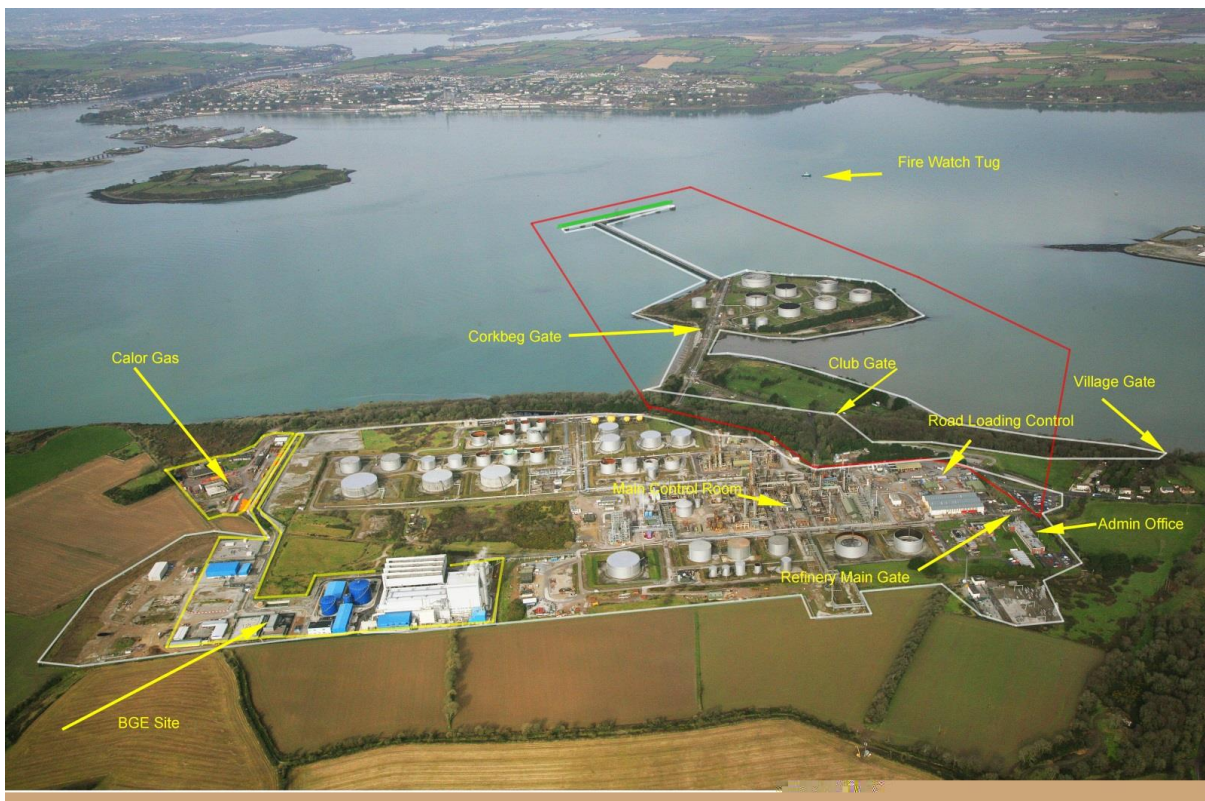
## 6.7 Cork Dockyard (Private Facility)

- Bins supplied and collected as requested
- 



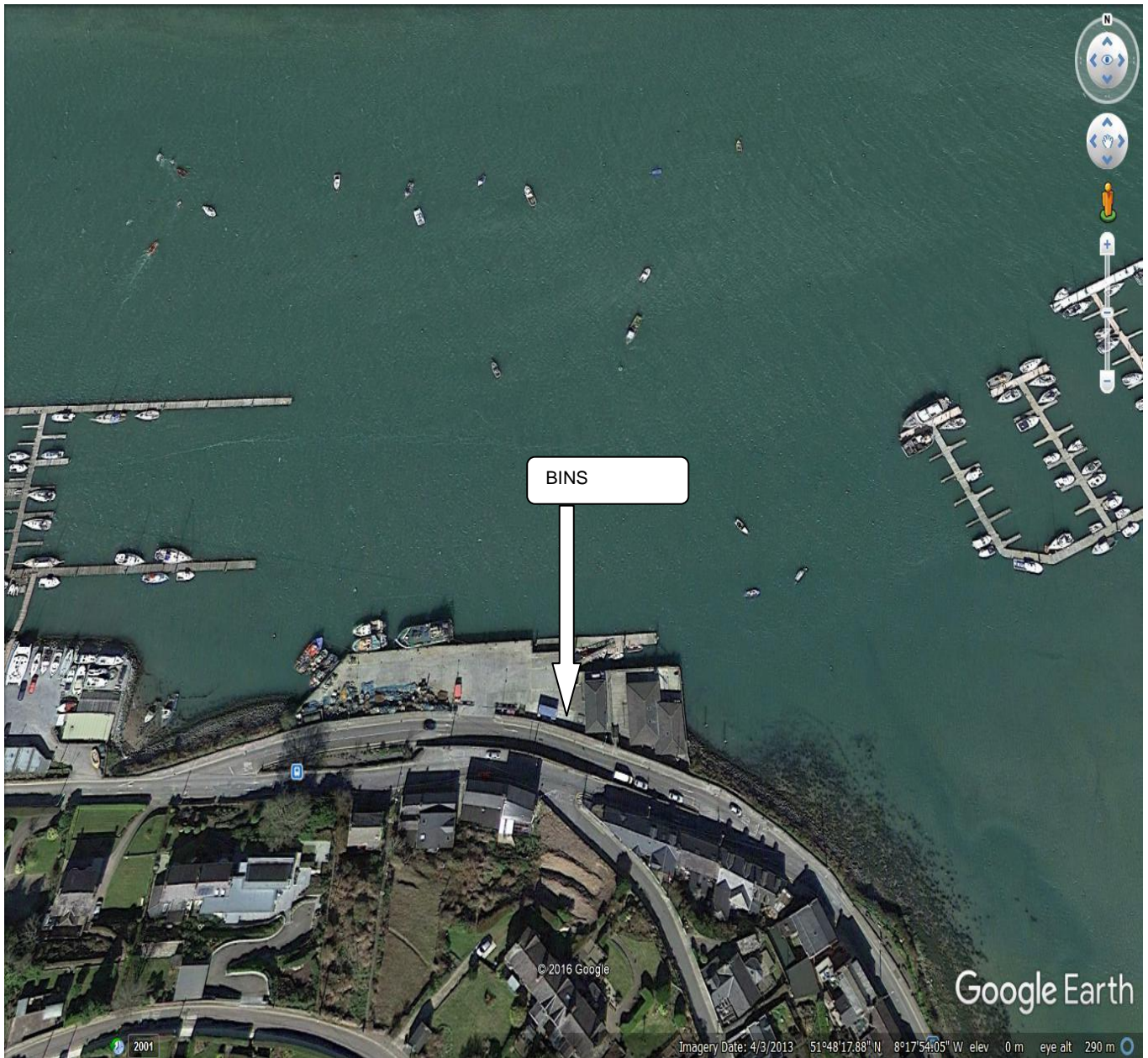
## 6.8 Irving Oil Refinery, Whitegate

- Three x 1100 litre wheelie bins, one galley waste/two general waste. Delivered as requested and removed when full by the waste contractor.



### 6.9 Crosshaven – Hugh Coveney Pier

- 3 x 1100 litre wheelie bins



## **7. Procedure for landing waste (ship's crew) and receiving waste (Port Contractor)**

Following completion of the pre arrival schedule 2 (waste) checklist, the Port will notify the waste contractor of a requirement, the contractor will provide a bin of suitable size and construction.

The wheelie bins to be used for the collection of ship generated waste are stored in a locked compound at Tivoli and Ringaskiddy. Other than at Irving Oil, Whitegate Refinery and Haulbowline Industries, the contractor delivers the wheelie bins to ships when notified by the Port, and the waste is stored in the compactors either at Tivoli or Ringaskiddy and taken to the licensed waste disposal facility as required. At Irving Oil, Whitegate Refinery and Passage West facility the skips/wheelie bins are locked and stored on the jetty with the key being held by the jetty staff. On request, the ships crew are given access to the skips. The skips/bins are serviced by the contractor and the waste is disposed of at the landfill facility as required.

Waste bins are placed on the quay beside the vessel before arrival or as soon as possible after the vessel has arrived.

The ships' crew will bring all waste from the vessel and load the bins, additional bins may be ordered at any time by the vessels Master via his appointed agent.

The contractor will collect from the vessel in accordance with the type, amount and ease of access to the jetty and it may be that waterborne collection will be used in the case of ordinarily "inaccessible" berths. The contractors agree that the receptacle used must match the need. Large skip type bins are taken directly by the contractor for landfill as the contents are designated as Class1 international ships waste as per Department of Agriculture.

Smaller, 1100 Ltr bins are taken to the Port reception compactors, hence to low cost to the ship owner. The port compactors are removed when required and taken to an approved landfill site as designated by the approved waste contractor.

It is also understood that all wrapping that has come into direct contact with foodstuffs (wrapping as opposed to packaging) may have to be designated Special and treated in the same way as foodstuffs. The Master will have a copy of the waste transfer documentation so that he can prove discharge before sailing and at arrival at his next port of call.

## 8. Records

The pre-notification form contains the details of each category of waste to be disposed of. This form will be kept for three years as a record of the actual use of the port reception facilities by the Port Company. All ships will be required to submit this form even where a vessel does not intend to discharge waste. The form will then act as a record of the total amount of waste disposed of in the port. The contractor will advise the port of the actual amount of waste removed from the port and disposed of at the landfill facility annually.

A receipt will be issued for all waste landed, as per [WM1 in Annex 1](#) of this plan. This will indicate the date, amount and type of waste landed from the vessel named, signed both by the Master and agent. As above, even if no waste has been discharged by the vessel, the agent will issue the vessel with a receipt indicating that no waste was landed at this facility.

Records of receipts for oil/hazardous waste will be maintained by ships agents and may be subject to inspection by the Port Company. The total charges to vessels for these receipts will be forwarded to Port Company annually for record.

The contractor will also issue receipts for all waste removed from each facility, indicating the amount and type of each lift. These shall be recorded and crosschecked with the amount landed by vessels. Commercial document for the transportation within Ireland of animal by-products and derived products not intended for human consumption in accordance with Regulation (EC) No 1069/2009. Completed in quadruplicate. Original retained by landfill site. Copy 1 retained by Mover. Copy 3 and 4 retained by Lander. Copy 3 either stamped or weighbridge report attached to it as proof of disposal.

All records to be kept for a minimum of three years. The above should ensure a full paper trail of all waste landed from vessel to final disposal and be available to inspection at any time.

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

### **9.1 Purpose**

To ensure that all mariners are aware of the location, cost and procedures for using the facilities.

### **9.2 System**

The proposed system incorporates a port waste management system and a ship based garbage information management system as already required by the International Maritime Organisation (IMO). Ship agents operating in the port, fishing representatives and all port users likely to use the system will be notified of the facilities available for each sector by means of a local Notice to Mariners. Each commercial vessel will be required to complete the pre arrival notification form even when there is a nil return. A copy of the plan will also be published on the Company web-site [www.portofcork.ie](http://www.portofcork.ie)

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

### **10.1 System**

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

An overriding principle is that The Port of Cork will under no circumstances entertain the use of common user skips.

Improper disposal of waste classified as "Special" or "Hazardous" into common user skips can render The Port of Cork liable to prosecution for breach of internal Irish legislation without having recourse to an untraceable waste producer, *ie* the vessel concerned.

The use of a waste transfer system and a transparent audit trail of waste producers is deemed to counteract the likelihood of a breach of the Regulations.

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

## **11.0 Grievance Procedure**

Complaints should be made immediately a problem arises through the agent to The Port of Cork. Such complaints may be made verbally or in writing, but, if the latter, should be supported by written documentation at the earliest possible opportunity to facilitate resolution. If the grievance cannot be resolved using this

procedure, the IMO form for reporting alleged inadequacy of port reception facilities should be completed and forwarded to the Department of Transport, Tourism and Sport. A copy of the form is contained in SI 372 of 2012

## **12. Audit and Review**

### **12.1 Purpose**

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

### **12.2 Compliance and Monitoring**

Spot checks can be undertaken on vessel deemed unlikely to use facilities, and there will be an inspection of a fixed proportion of vessels (25%). Vessel logbooks of all waste generated during a voyage, plus disposal data, will form part of the inspection. The Port of Cork will facilitate inspections by Department of Transport, Tourism and Sport surveyors but has no facilities/resources to carry out this activity independently.

## **13. Consultation**

Representatives from Port Agents, Port Users and the Approved Waste Contractor are consulted on an annual basis in order to confirm the adequacy of the system.

## Appendix 1

### CONTACT DIRECTORY

#### *Contractors, Regulators, Government agencies*

#### PORT OF CORK COMPANY

Captain Paul O'Regan  
Harbour Master & Operations Manager  
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Email: [shipsourcepollutionprevention@dtas.ie](mailto:shipsourcepollutionprevention@dtas.ie)  
Website: [www.dttas.ie](http://www.dttas.ie)

**GREENSTAR LTD (WASTE CONTRACTOR)**

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Portlaoise,  
Co Laois.  
Tel: 1850 504504  
Tel: 0502 74747  
Website: [www.enva.ie](http://www.enva.ie)

**Lehane Environmental & Industrial Services Ltd,**  
Farnanes,  
Co Cork.

Tel: 021 7331202  
Web site: [www.LehaneEnvironmental.com](http://www.LehaneEnvironmental.com)

**LOCAL AUTHORITY**

Cork County Council  
County Hall, Cork  
Tel 021 4276891  
[www.corkcoco.ie](http://www.corkcoco.ie)



**PRIVATE FACILITY OPERATORS**

**Cork Dockyard & Passage West**

Mr Roger Hill Tel 021-4811549  
[agency@scottcobh.ie](mailto:agency@scottcobh.ie)

**Irving Oil, Whitegate Oil Refinery**


Whitegate  
Co Cork  
Contact Security Tel 021-4622200

**YACHT MARINAS**

**Royal Cork Yacht Club**

Crosshaven  
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E-mail [office@royalcork.com](mailto:office@royalcork.com)  
Web-Site: [www.royalcork.com](http://www.royalcork.com)

**Cork Harbour Marina**

Monkstown  
Co Cork Telephone:(087) 3669009  
 E-mail [info@corkharbourmarina.ie](mailto:info@corkharbourmarina.ie)  
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**Salve Marine**

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**Crosshaven Boatyard**

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**East Ferry Marina**

Marlogue  
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Tel: 021-4811342

## **ANNEX I**

### **1. PROCESS UNDERTAKEN BY THE PORT OF CORK TO ACHIEVE LEGISLATIVE COMPLIANCE**

#### **1.1 CONSULTATION**

##### **Purpose**

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

##### **Objective**

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

To ensure the adequacy of the process, The Port of Cork has consulted

ships' masters  
ships' agents  
waste contractors  
waste regulators  
central Government  
regional government

##### **Process**

Ships' masters have been consulted as part of the exercise to analyse types and quantities of wastes landed and this information has been obtained by questionnaires issued by The Port of Cork and through ships' agents. The process is described in the appropriate paragraph below.

The Port of Cork held a series of consultation meetings during September 2002. A copy of the presentation given at those meetings (supplied to all those attended) and a copy of the Minutes of the meetings can be viewed on application to the Harbour Master, The Port of Cork.

## **2. ANALYSIS OF NEED FOR WASTE RECEPTION FACILITIES**

### **2.1 Purpose**

To assemble information to allow the port to assess what facilities should be provided.

### **2.2 Methodology**

Reproduced below is the questionnaire used to gain information in order to analyse types and quantities of wastes landed during a sample period, issued through the ships' agents. The results are analysed *infra*.

### **3. ANALYSIS OF PRIMARY DATA AND RESULTS**

#### **3.1 *Limitations and constraints***

In a sample conducted over one month period (March 2002) 54 returns were received.

#### **3.2 *Research Methodology***

The questionnaire derived from past research and amended to suit The Port of Cork. It sought basic information about the vessel and numbers of people. Questions were asked about the segregation of waste types and any provision for on-board storage and treatment facilities. Additional information as to how facilities were rated for efficiency and cost was ascertained.

#### **3.3 *Statistical analysis***

The data received was analysed to ascertain total oily wastes and garbage discharges for those ships. The quantity for one ship could therefore be calculated and multiplied by monthly/annual vessel total.

#### **3.4 *Results***

The sample was comparatively small but first analysis would seem to indicate an average requirement to discharge 6kg Annex V waste per vessel. A quarter of the sample were tankers completing comparatively long passages but with high levels of on board equipment for the treatment of wastes.

#### **3.5 *Credibility***

It is impossible to comment whether the garbage figure is accurate or not. However it does tally with similar research undertaken at other ports in the Republic or Ireland and elsewhere. Other European research data suggests using a waste factor of 1.5kg of garbage per person per day.

#### **3.6 *Use of data***

The data was useful in putting a waste contract out to tender in the absence of any waste transfer documentation.