

PORT WASTE MANAGEMENT PLAN

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Record of Amendments:

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Port Waste Management Plan Re-Issue	August 2005	DHM
P41, P43, P47 Non-EU Waste July 2006 Deputy Harbour Master	July 2006	DHM
P1, Cover page	October 2008	DHM
P41 Red Funnel Facilities	October 2008	DHM
P19 Kingston Wharf North	October 2008	DHM
P52, P53 Annex 3	October 2008	DHM
P61, P62 Contact Directory	October 2008	DHM
P23 IW Fuels replace BP Oil	February 2014	DHM
P28 Waste Disposal Charges	February 2014	DHM
P39 Table IW Fuels	February 2014	DHM
P51 Annex B Table	February 2014	DHM
P61 IW Fuels Address	February 2014	DHM
P62 Contact Details Changes	February 2014	DHM
Reformatted, split into individual sections. Addition of MARPOL Annex VI throughout relevant sections	January 2016	AHM
Section 1 – update to listed applicable legislation	January 2016	AHM
Section 2 – update to listed applicable legislation	January 2016	AHM
Section 3 – Update to table of ship visits (was 2004 figures)	January 2016	AHM
Section 4 - update to listed applicable legislation	January 2016	AHM
Section 9 – reference to MARPOL Annex VI added	January 2016	AHM
Section 14 – update to 14.8 and 14.9	January 2016	AHM
Section 15 – reference to MARPOL Annex VI added + change from BP Oil to IOW Fuels	January 2016	AHM
Annex B & C - reference to MARPOL Annex VI added	January 2016	AHM
Annex D – Tabulated the form	January 2016	AHM
Annex E – Revised form in accordance with MEPC 53.	January 2016	AHM
Annex F – minor update to contact details	January 2016	AHM
Section 15 – Update to Berth / Marina Waste collection points diagrams	February 2016	AHM
Annex F – Minor update to contact details	March 2017	AHM
Section 1 – Updated showing MGN 563 superseded MGN 387	May 2017	DHM
Section 5, 8, Annex G and Annex H – Removal of requirement to submit figures annually to MCA – Data now collected via CERs	May 2017	DHM
Annex F – Minor amendment to contact details	May 2017	DHM
Updated for resubmission to MCA. New CHC Logo. Section 15.2 - Kingston South berth vacant. Annex C - waste data updated. Section 3.8 - vessel statistics updated. Sections combined into a single file.	June 2020	DHM
Updates: Section 15 - Removal of non-CHC controlled sites inc. references and contacts	July 2021	HM



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Section 15 – Addition of Kingston Boatyard as recognised site Annex B – Kingston (North) & Boatyard - amended Annex F – Contact details updated		
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1 Introduction

This Port Waste Management Plan covers the Cowes Harbour Commission Area of Jurisdiction facilities as required by the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003.

1.1 Requirements for Waste Management Plans

Waste management plans shall cover all types of prescribed waste originating from ships normally visiting the harbour or terminal and shall be developed according to the size of the harbour or terminal and the types of ship calling at that harbour or terminal.

A waste management plan shall address the following elements:

- An assessment of the need for waste reception facilities, in the light of the need of the ships normally visiting the harbour or terminal.
- A description of the type and capacity of waste reception facilities.
- A detailed description of the procedures for the reception and collection of prescribed wastes.
- A description of the charging system.
- Procedures for reporting alleged inadequacies of waste reception facilities.
- Procedures for on-going consultations with persons using the harbour or terminal, waste contractors and other interested parties.
- The type and quantity of prescribed wastes received and handled.

A waste management plan shall also include:

- A summary of relevant legislation and formalities for delivery.
- Identification of a person or persons to be responsible for the implementation of the waste management plan.
- A description of pre-treatment equipment and processes in the harbour or terminal, if any.
- A description of methods of recording actual use of the waste reception facilities.
- A description of methods of recording the amounts of prescribed wastes received.
- A description of how the prescribed wastes are disposed of.

The waste management plan shall provide for the following information to be made available to persons using the harbour or terminal:

- Brief reference to fundamental importance of proper delivery of prescribed wastes.
- Locations of waste facilities applicable to each berth, with diagram or map.
- List of prescribed wastes normally dealt with.
- List of contact points, the operators and services offered.
- Description of procedures for delivery.
- Description of the charging system.
- Procedures for reporting alleged inadequacies of waste reception facilities.

1.2 Aim

The aim of this plan is to provide guidance to any harbour stakeholder to the processes and facilities available within the Harbour of Cowes concerning the management of ship generated waste. To this end it attempts to ensure that all ships normally using the harbour dispose of all waste in an efficient and environmentally correct manner.

1.3 Objectives

- To ensure that all Harbour users and mooring / terminal operators comply with current waste management / disposal legislation.

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- That waste disposal facilities are well promoted and utilized in a proper way.
- To provide a regime to ensure coordinated marine waste disposal and identify the responsibilities of:
 - Cowes Harbour Commission
 - Terminals / Wharf Operators
 - Marina Operators
 - All ship (vessel) operators
- This plan has been written taking in the requirements contained within the following:
 - The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (as amended).
 - Port Waste Management Planning – A Guide to Good Practice
 - Marine Guidance Note MGN 563 – Guidance on the Merchant and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments.
 - The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 – SI 2008 No. 3257.
 - MARPOL 73/78 (as amended).
 - Food and Animal By-Product Regulations 2011 (as amended)

1.4 Definitions

'Ship' means a sea going vessel of any type whatsoever operating in the marine environment beyond the limits of categories A & B as categorised in Merchant Shipping Notice (MSN) 1776 (M).

'Cargo residues' means the remnants of any cargo material on board in cargo holds or tanks that remain after unloading procedures and cleaning operations are completed.

'Noxious liquid substance' means either a substance listed as such in MEPC Circular 2/CIR1 or a Category A, B, C or D substance but does not include cargo residues.

'Oil' means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

'Oily mixture' means a mixture with any oil component.

'Operational waste' means all cargo associated waste and maintenance waste and for this purpose, cargo associated waste means all materials which have become wastes as a result of use on board a ship for cargo stowage and handling and includes dunnage, shoring, pallets, lining and packing materials, plywood, cardboard, wire and steel strapping.

'Owner' means the owner, charterer, manager or operator of the ship.

'Passenger' means any person carried in a ship except a person employed or engaged in any capacity on board the ship on the business of the ship.

'Prescribed waste' means any waste of the following description:

- Cargo residues.
- Noxious liquid substances.
- Ship generated waste.

'Recreational craft' means a ship of any type regardless of means of propulsion that is intended for sports or leisure purposes.

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'Ship generated waste' means all wastes and residues that are generated during the service of a ship and which fall within the definitions of garbage, oil, oily mixtures but does not include cargo residues.

'Garbage' means all kinds of victual, domestic and operational waste generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except sewage.

'Special area' any area defined by the Secretary of State in a Merchant Shipping Notice, which he declares as a special area for purposes of Annex 5 to the International Convention for the Prevention of Pollution from Ships 1973/78. It should be noted that the English Channel (bounded to the south by the parallel 48° 30N from France and westward to meridian 50W) and including all of the Solent is classified as a Special Area.

'Special waste' a controlled waste displaying the hazardous properties listed in the Special Waste Regulations plus prescription only medicines. This waste may include explosive, flammable, oxidizing, irritant, harmful, toxic carcinogenic and corrosive wastes.

2 Legislation

2.1 MARPOL Regulations

The International Convention for the Prevention of Pollution from Ships 1973, and its 1978 Protocol (MARPOL 73/78) aims to regulate and minimize pollution from ships. MARPOL 73/78 covers six main forms of ship generated waste in six specific annexes summarised below.

MARPOL Regulations Relating to Reception Facilities

MARPOL Annex	Category of Waste	Annex in Force	Reception facilities Required	Types of waste for Reception
1 (regulation 38)	Oil	Yes	Yes	Covers all types of wastes from the carriage of oil, as fuel, engine room slops, cargo or dirty ballast water
2 (regulation 18)	Noxious liquid	Yes	Yes	Chemical Wastes derived from bulk chemical transportation including residues and mixtures containing noxious substances
3	Harmful substances carried by sea in packaged form	Yes	No	
4 (regulation 12)	Sewage	Yes	Yes	Raw sewage should be retained in holding tanks for disposal in port or outside 12nm. Partially treated sewage retained in holding tanks for disposal in port or outside 3nm.
5 (regulation 8)	Garbage	Yes	Yes	Garbage includes domestic (food and packaging) and operational wastes (Maintenance, cargo and miscellaneous)

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6 (regulation 17)	Air Pollution from Ships	Yes	Yes	Ozone depleting substances and exhaust gas cleaning residues.
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Obtaining Receipts

Regulation 9 of Annex 5 of MARPOL 73/78 states that amongst other things, every ship of 400 tonnes gross or above and every ship authorised to carry 15 passengers or more shall carry a Garbage Management Plan and maintain a Garbage Record Book. In relation to this the Master of these vessels should obtain from the operator of the Port Reception Facilities or from the Master of a ship receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipt or certificates must be kept on board the ship for two years.

2.2 Environmental Protection Act 1990 – Duty of Care

The Environmental Protection Act 1990 imposes a duty of care on all persons in the waste management chain to take all reasonable measures to ensure that all waste is safely contained and is only transferred to authorised persons. Section 34 of the Environmental Protection Act states 'any person who imports, produces, carries, keeps, or treats, or disposes of, controlled waste, or as a broker, has control of such waste, to take all such measures applicable to him in that capacity as are reasonable in the circumstances, to prevent the escape of waste and to ensure that waste is only transferred to an authorised person'. An authorised person is a holder of a Waste Management Licence.

2.3 Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003

These regulations apply to any terminal, marina, wharf or similar facility within a Harbour. They also apply to all ships calling at the Harbour facility. Every Harbour authority / terminal operator shall provide waste reception facilities adequate to meet the needs of ships normally using the Harbour / terminal. Adequate means capable of receiving the types / quantities of prescribed wastes from ships normally using the Harbour / terminal taking into account the operational needs of the users, its size and geographic location.

Every Harbour authority shall prepare a waste management plan in respect of the waste reception facilities. The plan is to be submitted to the Secretary of State for approval. The Master of a vessel shall notify the terminal **in advance** of the waste aboard and the amounts to be offloaded / retained upon arrival. (Some types of vessels are exempted from this requirement.) The Master of a ship bound for a Harbour / terminal shall complete a notice in the form set out in Annex 3 to inform the terminal of these amounts. The Master of a ship calling at a Harbour / terminal shall ensure all ship-generated waste is delivered to a waste reception facility. He may proceed to his next port without delivering ship-generated waste if there is sufficient dedicated storage space for all of such waste that has been or will be accumulated during the intended voyage.

The Harbour authority / terminal operator **shall make charges** in respect of ships to which these regulations apply. These charges are mandatory. These charges will be made whether the ship makes use of the waste reception facility or not to attempt to provide no incentive for ships to discharge ship generated waste into the sea.

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2.4 The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 – SI 2008 No. 3257.

These regulations apply to United Kingdom ships and other ships while they are in United Kingdom waters:

- The disposal of any garbage from a ship into the sea within any Special Area is prohibited.
- The disposal of food waste from a ship into the sea within any Special Area is permitted but not less than 12 miles from the nearest land.
- Every ship of 12 metres or more in length shall display placards, which notify the crew of any waste disposal requirements.
- Every ship of 400 GT or above and every ship, which is certified to carry 15 persons or more, shall carry a garbage management plan documenting waste handling procedures. (See Merchant Shipping Notice MSN 1807). In addition, such vessels shall carry a garbage record book. This record book shall record all details of garbage discharge and description/amount etc. Inspection of Garbage Record Books may be required. Under these regulations - Part 7, Regulation 39 (Power to Detain) the Harbour Master has the power to detain a ship from sailing under certain circumstances.

2.5 The Hazardous Waste (England and Wales) Regulations 2005 (SI 2005/894)

Implements the European Hazardous Waste Directive 91/689/EEC. These regulations replace the Special Waste Regulations 1996. Extra care with the disposal of this Hazardous Waste is required.

The main aim of the regulation is to:

- Define hazardous waste in England and Wales.
- Require producers or consignors of hazardous waste to notify (register) their premises.
- Restricts mixing and require separation of wastes where appropriate.
- Make sure that companies document the movement of hazardous waste.
- Require consignees receiving hazardous waste to keep thorough records and provide the Environment Agency with information on the disposal and recovery of hazardous waste every three months.

Regulations 39 and 40 specifically refer to the removal of waste from ships.

2.6 Food and Animal By-Product Regulations 2011 (as amended)

These regulations give effect to Regulation (SI 2011 No. 881). The rules for domestic controls for the production, handling and disposal of animal by-products are implemented in these Regulations. These Regulations give enforcement powers to County Councils, Unitary Authorities, Metropolitan Borough Councils and London Boroughs.

Food Wastes are classified as ship generated wastes under these Reception Facilities Regulations. However, this waste is also controlled through the Animal Health By-Product Regulations (SI 2011 No. 881) and its implementation in the UK. Ports should consult the local Department for Environment, Food and Rural Affairs (DEFRA) to ensure port waste reception facilities are adequate with respect to this specific waste. The Regulations differentiate between waste from food which originated within the European Union and that which originated from outside. It stipulates that there shall be different methods and disposal routes for EU and non-EU food waste and that if the two waste streams are mixed, the whole amount of waste shall be disposed of at the higher treatment level.

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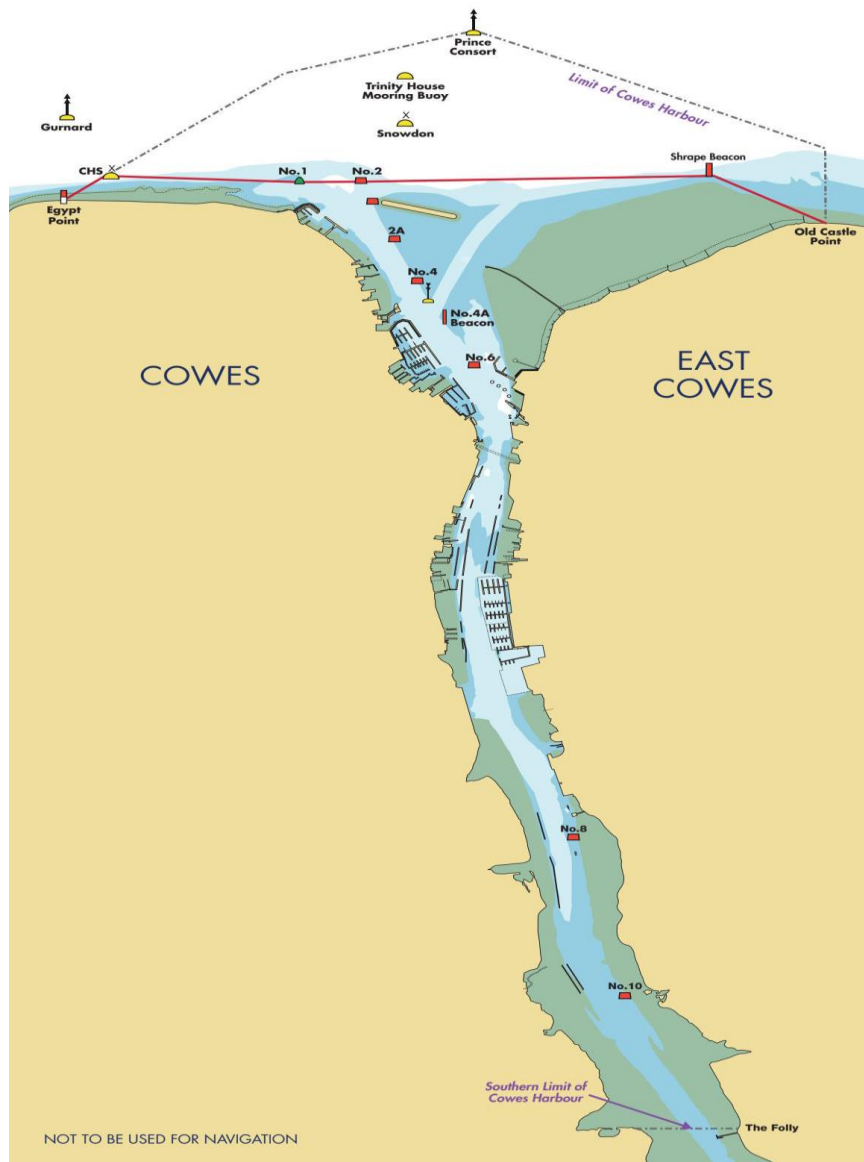
3 Cowes Harbour Information

3.1 Cowes Harbour Commission

Cowes Harbour Commission (CHC) is the Statutory Harbour Authority for management of the harbour, navigation and conservation within port limits.

3.2 Area of Jurisdiction

The area of jurisdiction lies south of a line from Old Castle Point to position 50°46'.13N / 001° 16'.5W to Prince Consort Buoy to position 50°46'.3N 001° 18'.1W and thence to Egypt Point. The southern limit of Cowes Harbour is an east / west line crossing the River Medina in the vicinity of the Folly Public House.



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3.3 Environmental Information

Cowes Harbour Commission acknowledges that the Solent and the River Medina is of national and international importance for nature conservation. This importance is reflected in the designations for the sites.

3.4 Sites of Special Scientific Interest (SSSIs)

There are over 4,000 Sites of Special Scientific Interest (SSSIs) in England, covering around 7% of the country's land area. Over half of these sites, by area, are internationally important for their wildlife, and designated as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or Ramsar sites.

Many SSSIs are also National Nature Reserves (NNRs) or Local Nature Reserves (LNRs).

SSSIs are the country's very best wildlife and geological sites. They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

It is essential to preserve our remaining natural heritage for future generations. Wildlife and geological features are under pressure from development, pollution, climate change and unsustainable land management. SSSIs are important as they support plants and animals that find it more difficult to survive in the wider countryside. Protecting and managing SSSIs is a shared responsibility, and an investment for the benefit of future generations.

The unique and varied habitats of SSSIs have developed over hundreds of years through management practices such as grazing and forestry and need active management to maintain their conservation interest. English Nature works with over 26,000 separate owners and land managers, who work very hard to conserve these important sites. Maintaining goodwill and building upon the enthusiasm, knowledge and interest of owners is vital to successfully manage these nationally important sites.

Medina Estuary (SSSIs)

The site includes the Werrar Marshes (Dodnor Creek) Local Nature Reserve (8.7 ha), declared under section 21 of the National Parks and Access to the Countryside Act 1949, owned and managed by the Isle of Wight County Council. The site also includes land which has been proposed for designation under the Ramsar Convention on Wetlands of International Importance, and as a Special Protection Area under EC Directive 79/409 on the Conservation of Wild Birds.

The Medina Estuary SSSI comprises a relatively narrow tidal channel, 4.5 kilometres long flanked by intertidal mudflats and saltmarsh in close association with a variety of brackish, freshwater and terrestrial habitats. The Medina is an important component of the Solent estuarine system, which supports internationally important over-wintering migratory populations of wildfowl and wading birds, and importance breeding population of waders, gulls and terns.

The intertidal mudflats of the Medina possess a rich invertebrate fauna dominated by the gastropod *Hydrobia ulva*, amphipods *Corophium volutator* and the polychaete worm *nereis diversicolor*. The invertebrate community present within the estuary is one more commonly associated with marine rather than estuarine situations and presumably reflects the relatively small freshwater volume of the Medina River. The mudflat surfaces are largely unvegetated except for mats of green algae, mainly *Enteromorpha* species and *Ulva lactuca*, which form during late spring and summer.

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The intertidal areas provide important feeding grounds for a variety of wading birds and wildfowl.

These include dunlin *Calidris alpina*, redshank *Tringa totanus*, curlew *Numenius arquata*, black-tailed godwit *Limosa limosa*, dark-bellied brent geese *Brenta bernicla*, shelduck *Tadorna tadorna*, Wigeon *Anas Penelope* and teal *A. crecca*. The estuary regularly supports more than half the resident oystercatcher *Haematopus ostralegus* population on the Isle of Wight and the upper reaches are particularly important feeding areas for the Island's population of mute swan *Cygnus olor*.

The numerous fragments of saltmarsh that occur along both sides of the estuary are considered relict features of more extensive marshes, which originally formed when the physical character of the river was markedly different from that of today. The largest and best preserved of these is the Werrar saltmarsh, which fringes the mid-western edge of the estuary. It exhibits a clear zonation of vegetation reflecting classic stages in saltmarsh development. The lower marsh is dominated by sea purslane *Halimione portulacoides* with some cord-grass *Spartina anglica*. This grades to higher, mixed marsh community with a richer flora dominated by sea lavender *Limonium vulgare*, sea plantain *Plantago maritima* and sea blite *Suaeda maritima*, with glasswort *Salicornia* species occupying low 'pans'. The highest levels of the marsh grade to sea couch-grass *Elymus pycnanthus*, commonly with sea club-rush *Scirpus maritimus*, sea aster *Aster tripolium* and, at the margins, two nationally scarce species, divided sedge *Carex divisa* and golden samphire *Inula crithmoides*.

The sea couch-grass zone persists along much of the length of the estuary, often, on the eastern bank, grading landward into neutral grassland and scrub habitats. This zone is particularly important for large populations of orthopteran invertebrates, including the short-winged conehead *Conocephalus dorsalis* and the long-winged conehead *C. discolor*; both species are highly characteristic of estuary margins, although the latter is restricted in its distribution to the central southern coast of England.

Transitions from upper saltmarsh to oak woodland with coppiced hazel understorey occur at intervals along the estuary, particularly on the western bank north of Pinkmead.

Two relatively small areas of freshwater marsh occur inland of the western shore of the estuary, both being relicts of former re-entrant creeks from which tidal water has been excluded by the construction of the (now disused) railway. Here, stands of common reed *Phragmites australis*, sedges *Carex* and reedmace *Typha* have developed which are particularly valuable at high-tide roosting areas for waterfowl and which support breeding populations of reed warbler *Acrocephalus scirpaceus*, sedge warbler, *A. schoenobaenus*, willow warbler *Phylloscopus trochilus*, reed bunting *Emberiza schoeniclus*, and occasional Cetti's warblers *Cettia cetti*. The marshes at Dodnor Creek – a former millpond – are particularly valuable ecologically for its natural transition from fen vegetation through marginal scrub to ancient woodland.

Dicksons Copse comprises predominately oak high forest, thought to have developed from old hazel coppice-with-standards woodland. It supports at least 28 ancient woodland indicator species (those normally associated with woodlands more than 400 years old), including wood anemone *Anemone nemorosa*, butcher's broom *Ruscus aculeatus*, sanicle *Sanicula europaea* and the nationally scarce narrow-leaved lungwort *Pulmonaria longifolia*, and a notable community of woodland pteridophytes including hart's-tongue *Phyllitis scolopendrium*, polypody *Polypodium vulgare* and the soft shield fern *Polystichum setiferum*.

3.5 Special Areas of Conservation (SACs)

Special Areas of Conservation (SACs) are areas, which have been given special protection under the

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European Union’s Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world’s biodiversity.

The Habitats Directive (Council Directive 92/43/EEC of 21 May 1992) requires EU Member States to create a network of protected wildlife areas, Known as Natura 2000, across the European Union. This network consists of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), established to protect wild birds under the Birds Directive (Council Directive 79/409/EEC of 2 April 1979). These sites are part of a range of measures aimed at conserving important or threatened habitats and species.

Solent Maritime Special Area of Conservation (SAC) General Site Character

Marine areas, sea inlets (14%)

Tidal rivers, estuaries, mud flats, sand flats, lagoons (including saltwork basins) (59%)

Salt marshes, salt pastures, salt steppes (23%)

Coastal sand dunes, sand beaches, machair (0.5%)

Shingle, sea cliffs, Islets (3%)

Broad-leaved deciduous woodland (0.5%)

Habitats that are a primary reason for selection of this site

Estuaries

The Solent encompasses a major estuarine system on the south coast of England with four coastal plain estuaries (Yar, Medina, King’s Quay Shore, Hamble) and four bar-built estuaries (Newtown Harbour, Beaulieu, Langstone Harbour, Chichester Harbour). The site is the only one in the series to contain more than one physiographic sub-type of estuary and is the only cluster site. The Solent and its inlets are unique in Britain and Europe for their hydrographic regime of four tides each day, and for the complexity of the marine and estuarine habitats present within the area. Sediment habitats within the estuaries include extensive estuarine flats, often with intertidal areas supporting eelgrass *Zostera* spp. and green algae, sand and shingle spits, and natural shoreline transitions. The mudflats range from low and variable salinity in the upper reaches of the estuaries to very sheltered almost fully marine muds in Chichester and Langstone Harbours. Unusual features include the presence of very rare sponges in the Yar estuary and a sandy ‘reef’ of the polychaete *Sabellaria spinulosa* on the steep eastern side of the entrance to Chichester Harbour.

Spartina swards (*Spartinion Maritimae*)

Solent Maritime is the only site for smooth cord-grass *Spartina alterniflora* in the UK and is one of only two sites where significant amounts of small cord-grass *S. maritima* are found. It is also one of the few remaining sites for Townsend’s cord-grass *S. x townsendii* and holds extensive areas of common cord-grass *Spartina anglica*, all four taxa thus occurring here in close proximity. It has additional historical and scientific interest as the site where *S. alterniflora* was first recorded in the UK (1829) and where *S. x townsendii* and, later, *S. anglica* first occurred.

Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)

The Solent contains the second-largest aggregation of Atlantic salt meadows in south and southwest England. Solent Maritime is a composite site composed of a large number of separate areas of saltmarsh. In contrast to the Severn estuary, the salt meadows at this site are notable as being representative of the ungrazed type and support a different range of communities dominated by sea-purslane *Atriplex portulacoides*, common sea-lavender *Limonium vulgare* and thrift *Armeria maritima*.

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As a whole the site is less truncated by man-made features than other parts of the south coast and shows rare and unusual transitions to freshwater reed swamp and alluvial woodland as well as coastal grassland. Typical Atlantic salt meadow is still widespread in this site, despite a long history of colonisation by cord-grass *Spartina* spp.

Habitats present as a qualifying feature, but not a primary reason for selection of this site

Sandbanks which are slightly covered by sea water all the time

- For which the area is considered to support a significant presence

Mudflats and sandbanks not covered by seawater at low tide

- For which the area is considered to support a significant presence

Coastal lagoons

- For which the area is considered to support a significant presence

Annual vegetation of drift lines

- Which is considered to be rare as its total extent in the United Kingdom is estimated to be less than 100 hectares
- For which the area is considered to support a significant presence

Perennial vegetation of stony banks

- For which the area is considered to support a significant presence

Salicornia and other annuals colonizing mud and sand

- For which the area is considered to support a significant presence

Shifting dunes along the shoreline with *Ammophila arenaria* ('white dunes')

- For which the area is considered to support a significant presence

Species present as a qualifying feature, but not a primary reason for site selection

Desmoulin's whorl snail (*Vertigo moulinsiana*)

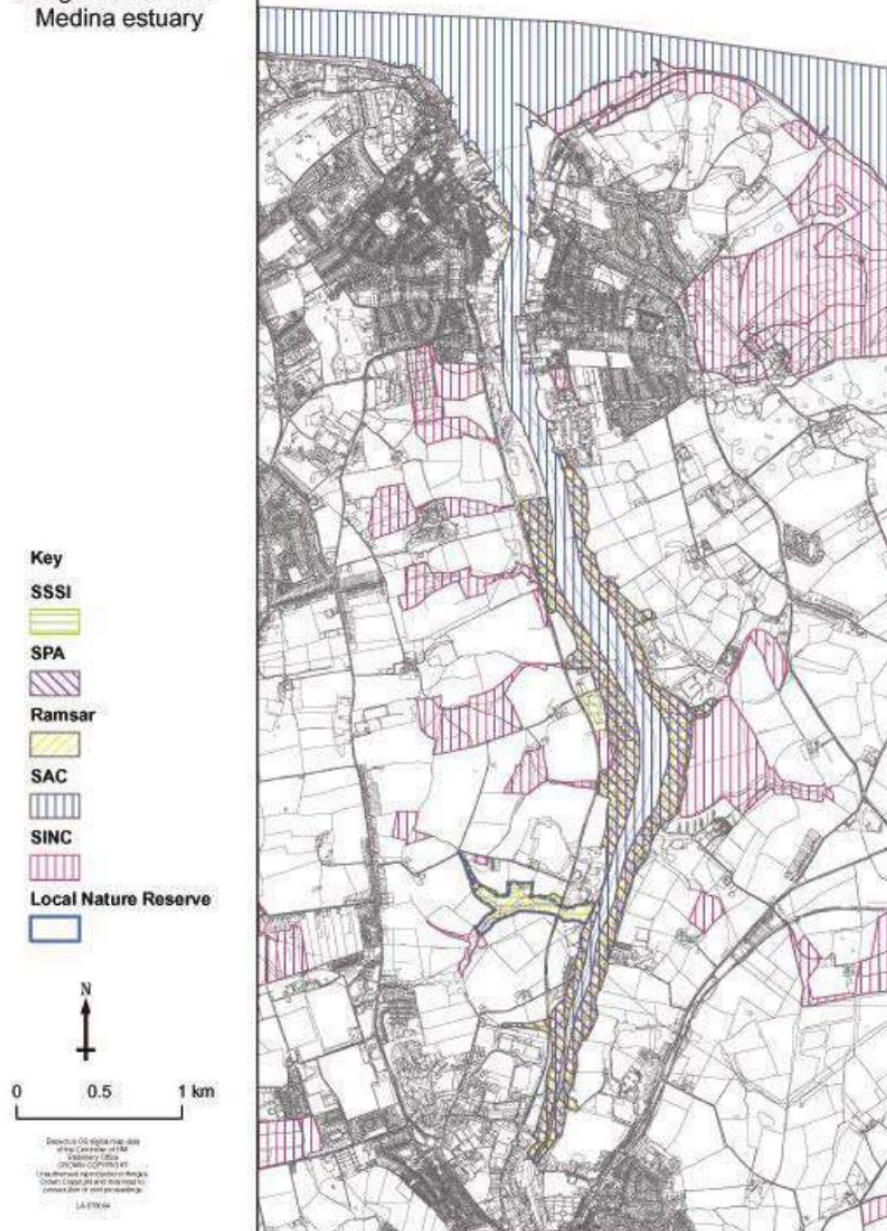
- For which the area is considered to support a significant presence.



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3.6 Medina Estuary Designated Site Plan

Nature conservation designations in the Medina estuary



3.7 Harbour Facilities

Cowes Harbour is the main port facility on the Isle of Wight. It handles a variety of coastal shipping who utilise the commercial wharves at East Cowes and West Cowes. The port is an important ferry port, which accommodates both roll on - roll off (Ro-Ro) vehicle ferry traffic and passenger only ferries to and from Southampton. In addition, the Harbour is used by a very large number of recreational craft of all designs including all types of sailing vessels and yachts.

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Wharves

The two primary commercial wharves in Cowes Harbour are:

- Medina Wharf – West Cowes
- Kingston Wharf – East Cowes

Medina Wharf

This wharf is situated on the west bank, on the southern periphery of Cowes. It handles coastal cargo vessels and aggregate dredge vessels between 1000 – 3000 GT. It is designated a NAABSA berth, that is Not Actually Afloat But Safely Aground. The wharf is operated by PD Port Services Limited.

Kingston Wharf South (previously Aggregate Berth)

This wharf is situated on the east bank towards the southern periphery of East Cowes. It previously handled coastal cargo vessels and aggregate dredge vessels between 1000 – 3000 GT. It is also designated a NAABSA berth.

Kingston Wharf North

Currently unused but capable of taking vessels up to approx. 3000 GRT

Marinas

Cowes Harbour is an important recreational boating facility. All types and designs of pleasure craft, sailing vessels and power-driven vessels use the Harbour extensively.

Presently there are three commercial marinas:

- Cowes Yacht Haven
- East Cowes Marina
- Shepards Marina

Also, the area of the Folly Reach (the recreational moorings adjacent to the Folly Inn) receives significant numbers of visiting vessels of many types of sailing and motor craft. It is planned therefore that this Management Plan covers the Folly Reach.

3.8 Cowes Harbour 2019 Summary of Vessel Types

Vessel Type	Gross Tonnage (Approximate)	Number of Visits
Ro-Ro (Vehicle / passenger ferry)	4000	6695
Hi-Speed Catamaran (Passenger only)	300	9437
Coastal Tankers	500	3
Coastal Bulk Carrier	2000	93
Cruise Liner	10000	5
Pleasure Craft	Various	50000 (estimate)

3.9 Cowes Harbour 2019 Summary of Cargoes Handled

The Port of Cowes handles a variety of general cargoes including bulk stone, grain and fertilizer, scrap metal and marine dredged aggregate.

4 Consultation

To provide a continuing effective Port Waste Management Plan an ongoing consultation process is in place with Harbour users and terminal operators to best assess and understand their requirements for Port Waste Management.

Good facilities, at the right price, can only be provided if there is a full and constructive dialogue between Cowes Harbour Commission, terminal operators and Harbour users as to what facilities should be provided to meet their normal needs for disposing of all types and quantities of waste, and for any special requirements.

Consultation has been undertaken using methods such as letters, emails and informal discussions. The subjects discussed include:

- The new requirements of The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 – SI 2008 No. 3257.
- The requirements of the Port Waste Facilities Regulations 2003.
- The new requirements of the Animal By-Product Regulations 2011 (as amended).
- Location and ease of use of reception facilities.
- Cost of facilities.
- Prior notification of waste to be landed.
- Record keeping.
- Promulgation of information.
- Port Waste Management Plan.

The consultation process is a continuous process undertaken by Cowes Harbour Commission generally on an individual basis or through more formal gatherings if and when required.

Under the Port Waste Facilities Regulations 2003 a triennial review of the Port Waste Management Plan is required. Consultation shall therefore take place with regulatory bodies at this interval or at shorter intervals if any significant changes take place.

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Consultation has therefore taken place with the following organisations:

- Environment Agency
- Local Authority
- DEFRA
- English Nature
- Terminal Operators
- Marina Operators
- Ships' Agents

5 Notification via CERs

All waste landed in Cowes shall be monitored and recorded by the waste reception facilities and the relevant sections of CERs forms completed and submitted. The Harbour Authority and co-ordinator of this plan will require suitable information from wharf and marina operators. This information will permit Cowes harbour Authority and terminals to review their waste management plan and allow changes in the demand for waste reception facilities to be monitored.

Each terminal / marina operator will be responsible for collecting documentation to enable correct CERs entries to be made. All information shall be kept on file for at least one year.

6 Plan Review

There should be an ongoing process to assess the effectiveness of the Plan's operation. The Plan should be kept up to date. Under the regulations there must be formal reassessment of this Plan every three years and the revised plan must be submitted to MCA for approval. The Deputy Harbour Master will co-ordinate the revisions.

In reviewing the plan consideration shall be given to:

- Continuous feedback from consultation
- Changes in type and volume of traffic using the port
- Improved record keeping of amounts of waste notified and landed

7 Waste Reception Facility Assessment

Cowes Harbour Commission has the duty to prepare and revise this Port Waste Management Plan and to ensure that adequate and convenient garbage reception facilities are available throughout its area of jurisdiction.

The provision of port waste reception facilities shall be provided by the terminal / wharf / marina operator / owner who is required to ensure that such facilities are in line with MARPOL Regulations.

A list of these facilities can be found in Annex B.

It is the policy of Cowes Harbour Commission to work with all interested parties to ensure that provision of waste reception facilities are adequate for all vessels using the Harbour.

After consultation with all interested parties the present waste reception facilities are assessed suitable for the existing type and frequency of vessel visits to Cowes Harbour.

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7.1 Persons Responsible

The Deputy Harbour Master is tasked with the co-ordination, writing and amendments of this Plan. He will collate and submit the relevant information required to keep the plan up to date.

Kingston Wharf

The Marine Services Manager shall have responsibility for the waster reception facilities at Kingston Wharf.

Shepards Marina

The respective Managers shall have the responsibility for waste reception facilities for each of their marinas.

Folly Reach

The Deputy Harbour Master, Harbour Office, Cowes Harbour and the Isle of Wight Council shall have a shared responsibility for waste reception facilities at Folly Reach.

7.2 Location of Facilities and Ease of Use

As part of the waste reception facility assessment, Cowes Harbour Commission has considered how best to locate its garbage reception facilities within its area of jurisdiction to ensure that there is no disincentive to their use. In determining the most suitable locations the following factors have been taken into consideration:

- Access – The route to / from port waste reception facilities shall be clear from obstructions to ensure safe access for ships crews and waste contractors. They shall be located on the perimeter of operational areas.
- Distance from berth / vessels – A shorter a distance as possible between the vessel and the port waste reception facility is preferred.
- Signage – The port waste reception facility is to be clearly marked to enable persons to find them. Large, clearly worded signs shall be used to identify locations.
- Lighting – The port waste reception facility to be located near lighting to enable use 24 hours per day.

8 Procedure for the Reception and Collection of Prescribed Waste

8.1 Notification

A proforma for notification is included at Annex D. The information ships must supply to terminals / wharves includes information on the type of waste to be delivered, dedicated storage capacity, amount to be retained on-board, the terminal / wharf at which the remaining waste will be delivered and the estimated amount of waste to be generated between notification and the next port of call.

Ships, which fail to provide the correct notification, may be targeted for inspection by the MCA.

A copy of the notification form must be kept on-board until at least the next port of call is reached and must be produced on request. The information should be sent to the harbour authority, terminal / wharf operator responsible for waste management planning. This information in practice will be provided through the ship's agent, although the obligation to notify falls on the Master of the vessel.

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The ship's agent shall retain a copy of the notification form for a period of one year to enable checks to be made by the Maritime and Coastguard Agency if an inspection of the facility is undertaken. Data on annual figures is now collected through the CERs reporting system.

The information must be provided at least 24 hours before the ship is due to arrive, or if the destination terminal / wharf is not known until less than 24 hours before arrival, as soon as it is known. If the voyage is of less than 24 hours duration, notification must be made at the latest on departure from the previous terminal / wharf.

8.2 Delivery of Waste

All ships must deliver all prescribed waste to a waste reception facility before they leave a terminal / wharf. These are wastes that are generated during the service of the ship and consist of garbage, oil, cargo residues and oily mixtures. The only exceptions to this are ships that have sufficient dedicated storage capacity on-board to hold the current waste and any additional waste that will be generated in the period until the ship reaches the terminal / wharf at which it proposes to deliver its waste. Masters must land waste when the foreseen production of waste on-board on the next voyage will exceed the remaining storage capacity.

The notification information supplied must demonstrate that the vessel has sufficient storage capacity and that the proposed terminal / wharf has adequate reception facilities. Where there is any cause for concern that the destination terminal / wharf has inadequate facilities, the destination is unknown or the vessel does not have sufficient capacity and could pollute during her next voyage, then a MCA surveyor may be tasked to investigate. If MCA officials believe there is a risk that waste could be disposed of at sea they may direct a vessel to deliver its waste before it leaves the port or terminal.

Waste has to be estimated by volume (cubic metres).

8.3 Procedure for the reception and collection of prescribed waste:

- Master / vessel operator (except stated exempted craft) notifies terminal / wharf / marina operator in advance of ship arrival. The Master shall complete a notice in the form set out in Annex D – Notification Form. It includes information on the type of waste to be delivered, dedicated storage capacity, amount to be retained on-board, the port / terminal at which the remaining waste will be delivered and the estimated amount of waste to be generated between notification and the next port of call.
- Master or his representative delivers prescribed waste in the appropriate waste reception facility ashore. If so required, suitable receipt obtained from terminal / wharf / marina operator.
- Terminal / wharf / marina operator organizes collection / removal of waste from waste reception facility as appropriate. The approved waste collector and frequency of the collection will be for the terminal / wharf / marina to decide.
- Terminal / wharf / marina operator will charge the producer of the waste i.e. the vessel or his agent, exemptions allowing.
- When possible, the Master of a ship faced with a lack of reception facilities should bring the alleged inadequacies to the attention of the terminal / wharf / marina concerned immediately. If the problem is not resolved the Master should then contact the Harbour Master. If the problem persists and is not resolved to the Masters satisfaction then the form at Annex E – Alleged Inadequacies of Port Reception Facility should be completed by the Master, ship owner or agent and sent / faxed to the MCA.

9 Port Waste Reception Facilities - Charging

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The requirement in respect of charging is:

- That every harbour authority or terminal operator (as specified) must apply charges.
- That the charges must apply to ships using the harbour or terminal unless exempt.
- That the charges must apply to ships irrespective of whether they make any use of the waste reception facilities.
- That the level of charges will ensure that each ship which is required to pay the charges will make a significant contribution to the costs of waste reception facilities for prescribed waste in the harbour or terminal operator (as specified).
- That the level of charges must be such that they do not provide an incentive for ships to discharge ship generated waste into the sea.
- That, in calculating charges, the harbour authority or terminal operator (as specified) may:
- Take the category, type and size of the ship into account.
- Make lower waste charges for ships whose environmental management, design, equipment and operation are such that the Master can demonstrate the ship produces reduced quantities of ship-generated waste.
- That the charges may be combined with port dues or separate from port dues.
- That the harbour or terminal operator (as specified) must arrange for the amount of the charges, and the basis on which the charges have been calculated, to be published so that they are brought to the notice of those likely to be affected.

The aim of the charge is to cover the costs, which the harbour authority or terminal operator (as specified) incurs by providing waste reception facilities.

These costs will necessarily include the costs of treatment and final disposal of the waste. Included in these costs will be not only the costs of reception, treatment and disposal of the waste from ships, which are required to pay the charges, but also the cost of reception, treatment and disposal of waste from those ships exempt.

In total the charge must cover all the costs incurred by the harbour authority or terminal operator (as specified) in setting up, running and administering the waste reception facilities, which it provides. It should be calculated by dividing those costs by the number of vessel visits.

The charge should also equate to at least 30% of the total costs of providing all waste facilities and the disposal of all waste. The mandatory charge should therefore be at least 30% of the total cost divided between the numbers of vessels using the port.

Responsibility for charging with respect to port waste reception facilities within Cowes Harbour lies with the individual terminal operator / owner or port marina.

9.1 Charges for commercial vessels using Medina Wharf / Kingston Wharf (North & South)

A mandatory waste charge will be charged to every non-exempt vessel and will cover the costs of the provision of appropriate bins for receiving ship-generated garbage, the disposal of the waste, any necessary cleaning arrangements and administration. The mandatory waste charge will only apply to MARPOL Annex V Garbage. The mandatory waste charge will not cover any costs associated with the disposal of MARPOL Annex I Oily Waste, II & VI Hazardous Substances and IV Sewage or other waste disposed of via 'direct contract' arrangements. These are separate costs to be negotiated and paid by the ship or agent. The mandatory waste charge is aimed at recouping 100% of costs involved in the provision of garbage reception facilities. The charge is calculated by dividing the total cost of

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waste reception facilities provided, including an element of administration, by the number of non-exempt vessels visiting the port. The charge is currently set at £32.50.

Costs Associated with Other MARPOL Wastes

Annex I - Oily Waste – Arrangements for oily waste reception facilities are made through the ships' agent using licensed waste contractors. A direct charge is made for the collection services used, which vary according to the amount and types of oily waste landed and contractor used. Typical charges would be £25 per cubic metre, plus £85 per hour transport charge but will vary dependent on the volume required to be disposed of.

Annex II and Annex VI - Hazardous Substances - Arrangements for hazardous substances reception facilities are made through the ships' agent using licensed waste contractors. A direct charge is made for the collection services used, which vary according to the amount and types of hazardous substance landed and contractor used. Charges are very substance specific and for this reason a typical charge cannot be given.

Annex IV - Sewage - Arrangements for sewage reception facilities are made through the ships' agent using licensed waste contractors. A direct charge is made for the collection services used, which vary according to the amount landed and contractor used. Typical charges would be £18 per cubic metre, plus £85 per hour transport charge. At present there is no obligation for ports to provide such facilities or for port users to use them.

9.2 Charges for vessels using marinas

The charge for port waste reception facilities at marinas will be included in the marina berthing charge.

10 Exemptions

Some vessels can apply for an exemption from some of the requirements of the Port Waste Reception Regulations. However, vessels have to prove that they are on regular, frequent and scheduled routes (such as short sea shipping and ferries) and that they are notifying, landing and paying a mandatory charge in another port (i.e. have an arrangement with a waste disposal contractor).

Workboats, pilot boats and other similar vessels that operate principally within a harbour authority area fall outside the scope of the requirement to notify, deliver or pay charges. Similarly, passenger vessels that operate within a harbour authority area but are not owned or operated on behalf of the port, and Class IV, V and VI vessels operating within Category C & D waters fall outside the regulations for notifying, landing and paying a charge for waste reception facilities, but they must lay down arrangements for waste disposal in their Domestic Safety Management Code (DSM) which is subject to approval by the MCA.

Annex A contains further information on the applicability of the Regulations.

For all vessels which are exempt or otherwise not included in the Regulations, Cowes Harbour Authority or the appropriate terminal / wharf / marina operator must still provide adequate waste reception facilities. The costs of these will be met from Harbour dues or other charges levied on the vessels in question. All port waste management charges will be clearly outlined in tariffs or agreements.

11 Inadequate Facilities

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Cowes Harbour Authority, terminal / wharf / marina operators must provide adequate reception facilities to receive the types of waste from vessels normally using the port / terminal or marinas.

When possible, the Master of a vessel faced with a lack of reception facilities shall in the first instance bring the alleged inadequacies to the attention of the terminal operator or marina concerned.

If the problem is not resolved to the Masters satisfaction the Harbour Master should be informed.

If the problem persists and is not resolved at the time to the Masters satisfaction then the form at Annex E – Alleged Inadequacies of Port Waste Reception Facility should be completed by the Master, ship owner or agent and sent / faxed to the MCA at the following address:

PWR Inadequacies
Environmental Quality Branch
Maritime & Coastguard Agency
Spring Place, 105 Commercial Road
Southampton
SO15 1EG

Fax: 023 8032 9204

The MCA will investigate the report and where, in its opinion the allegation of inadequate facilities is justified it will:

- In non-UK ports / terminals inform the port state of the alleged inadequacy and also notify the IMO Secretariat.
- In UK ports / terminals, by reference to the respective approved port waste management plan take up the matter of the alleged inadequacy directly with the port / terminal concerned and notify the European Commission.

12 Vessel Non-Compliance

Where possible the Harbour Authority or terminal operator faced with a vessel that has not complied with the need for notification and / or not off-loaded waste as required by the Regulations, the nearest Marine Office should be informed. Such vessels may then be targeted by the Maritime and Coastguard Agency for inspection and destination ports / terminals will be warned of their non-compliance.

Vessels that fail to comply with the requirements of the Regulations shall be guilty of an offence and liable on summary conviction to a fine.

Where the Harbour Master has reason to believe that the owner, manager, demise charterer or master has committed an offense under the Regulations by disposal from the ship of garbage he, if the disposal was into the waters of the Harbour, may detain the ship.

13 Promulgation of Information

A number of methods are used to promulgate information concerning port waste facilities and waste management procedures to ensure all port users are aware of their requirements. The various methods include:

- Informing ships' agent of Port Waste Reception Facility Regulations
- Direct representation by Pilots to Masters
- Circulation of Cowes Harbour Commission Port Waste Management Plan

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- Port Handbook
- Marina Handbook
- Websites
- Signage
- Posters
- Notice Boards

14 Disposal of Types of Waste

14.1 General Requirements

All ships (other than the stated exceptions within the Regulations) are to notify the berth or wharf in advance of their requirements regarding the putting ashore (or otherwise) of all waste. See Annex D – Notification Form.

This is to be passed via the ship's agent or other appropriate means. It must be noted that the putting ashore of any waste other than Garbage (excluding Non-EU Food Waste) will need dedicated waste reception facilities in place, which are not routinely allowed for in Cowes Harbour. A minimum notice to receive these waste categories will be required and advice should be sought from the ship's agent.

Receipts will be given for the putting ashore of waste. The ship's agent will keep all such records for a period of one year. This associated audit path may be inspected by the Maritime and Coastguard Agency (MCA) as appropriate.

14.2 Garbage (All Kinds of Victual, Domestic and Operational Waste)

All garbage can be placed in the appropriate wheelie bin or skip on the appropriate wharf. See Annex B – Summary Waste Reception Facilities within Cowes Harbour.

Be aware that international catering waste from ships operating internationally (i.e. outside of the European Union) must not be placed in the usual garbage receptacle but must be placed in a dedicated storage. See (14.8).

Alternatively, food waste but not including any food wrappings or food packaging, may be disposed of at sea within the adjacent areas of the English Channel which constitute a 'Special Area' not less than twelve miles from land.

14.3 Oil

It is a serious offence to discharge oil or oily mixture into the water of Cowes Harbour or indeed the adjacent sea areas (Special Areas). All such residues should be contained and stored appropriately.

Small amounts of this type of waste may be deposited at the waste oil reception facilities at East Cowes Marina.

There is no bulk waste oil facility at either of the commercial berths of Kingston or Medina Wharf. If a ship has a direct request for such disposal, then the Ship's Agent must be approached to organise a road tanker to attend to collect such slops / oil mixtures. An approved waste removal contractor will transfer all such collections of waste oil.

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14.4 Noxious Liquid Substance

There are no facilities to receive such waste in Cowes Harbour. Ships that trade into Cowes Harbour are not involved with Category A, B, C or D substances. It is not envisaged there will be a requirement for such disposal.

14.5 Operational Waste

This waste may be deposited at the waste reception facilities at each appropriate wharf / berth.

14.6 Cargo Residue Waste

At present there is no requirement for waste reception facilities for this type of waste. The main cargoes handled at Kingston or Medina Wharf are stone aggregates (either marine dredged or land quarried aggregates), oil (see above), bundled timber, bagged fertilizer or bulk grain products.

14.7 Special Wastes (Hazardous Waste)

Apart from possibility of the Category 1 Animal By-Products (food waste) there is presently no requirement for the disposal of such hazardous waste.

14.8 International Catering Waste

The UK Statutory Instrument 2011 No. 881 lays down the conditions, which control the disposal of catering waste from ships operating internationally. This regulation only applies to ships operating from beyond the European Union i.e. vessels operating from within the EU are exempt from these regulations. Such Catering Waste from these vessels is classified as Category 1 animal by-products.

This material must be collected, identified and transported without undue delay and disposed of as waste by burial at an approved landfill site (see Directive 1999/31/EC supported by EP (England and Wales) Regulations 2010).

International catering waste is subject to handling and disposal controls as it is one of the means by which exotic notifiable diseases could be introduced into the UK. It is a particular risk if farmed or feral animals are able to come into contact with it.

Any waste from supplies from a vessel that has docked in Third Countries is subject to these controls after returning to the EU. These includes vessels which have docked in non-EU countries even if the vessel has been provisioned in the EU, as there is no reliable method for establishing that non-EU stores were not taken on-board. Other waste that is mixed with international catering waste must be disposed of as if it were international catering waste.

International catering waste must be kept separate and identifiable. During collection, a dedicated skip or container must be used. The skip or container should be clearly identified as containing 'Category 1 By-Product for Disposal Only'. International catering waste must be transferred to the disposal site by transporters registered as a waste carrier by the Environment Agency.

International waste when dispatched from the port must be accompanied by a Commercial Document.

The Commercial Document must include the following information:

- Date of dispatch
- Description of material, including the category
- Quantity

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- Place of origin of the material
- Name and address of carrier
- Name and address of receiver

The Commercial Document must be produced in triplicate, the original must accompany the consignment and be retained by the receiver, the waste originator should retain a copy and the carrier retains the other copy so that an auditable chain of disposal can be established. A copy of the Commercial Document must be retained for at least two years and can act as the record required by the legislation.

14.9 Sewage

The provision of port facilities for sewage reception and treatment is available through the commercial berth managers / agents, on special request only.

14.10 Approved Contractors

Cowes Harbour Commission use the following approved contractors:

1. DIAL A ROD ENGINEERING SERVICES LTD
2. Biffa Waste Services Ltd
3. Veolia Environmental Services Ltd
4. Cliftongrade Ltd

All Waster Carrier Licenses are held on file at Harbour Office and are available on request.

15 Terminal / Wharf / Marina Operators Port Waste Reception Facilities within Cowes Harbour

15.2 Kingston Quay (South)

Currently unoccupied.

15.3 Kingston Quay (North) & Kingston Boatyard

The table below shows the categories of waste, which are likely to be landed under the MARPOL Regulations by commercial vessels berthing at Kingston Quay (North). Appropriate facilities are either permanently available or can be made available given notice by the vessel for all categories listed. Unusually large quantities of waste will always require at least 24 hours' notice.

MARPOL Annex	Type of Waste	Frequency of use of facility	Responsibility for the provision of the facilities
Annex I	Oily	Very Rare	IW Fuels
Annex II & VI	Hazardous Substances	None	IW Fuels
Annex IV	Sewage	None	IW Fuels
Annex V	Garbage	Common	IW Fuels

The following arrangements have been made for the reception of waste of each MARPOL Annex, which is likely to arise at Kingston Quay (North).

Annex I – There is no permanent reception facility at Kingston Quay (North) for waste oils. If a vessel requires disposal of waste oil, the agent for the vessel will make the necessary arrangements through an approved waste contractor.

Annex II & VI – There is no permanent reception facility at Kingston Quay (North) for hazardous substances. If a vessel requires disposal of hazardous substances, the agent for the vessel will make the necessary arrangements through an approved waste contractor.

Annex IV – The provision for sewage reception facilities is not mandatory. There is no permanent reception facility at Kingston Quay (North) for sewage. If a vessel requires disposal of sewage, the agent for the vessel will make the necessary arrangements through an approved waste contractor.

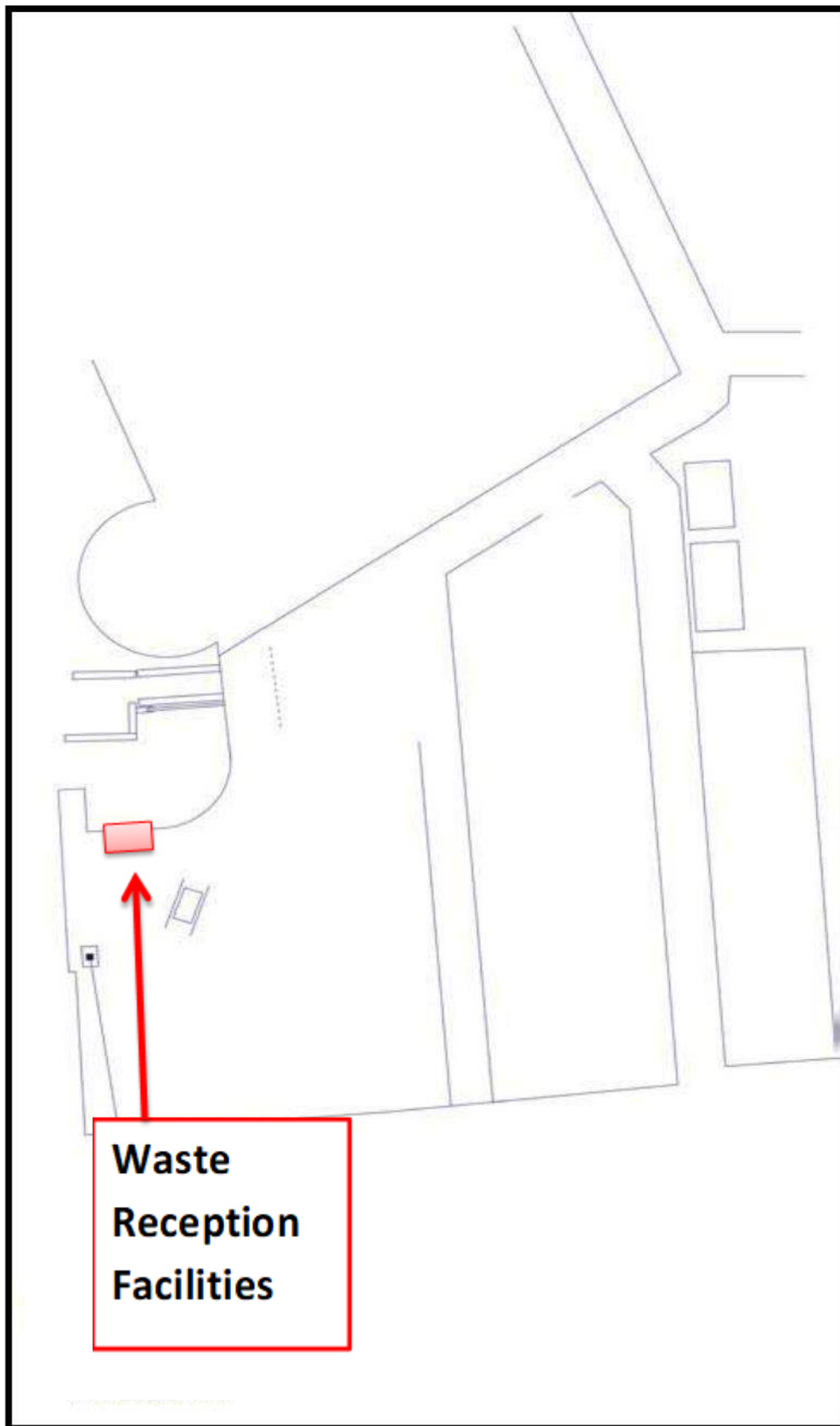
Annex V – A 1.1 cubic metre wheelie bin is provided at Kingston Quay (North) for the disposal of garbage, which is emptied as required by an approved waste contractor.

Note: Vessels using Kingston Quay (North) inherently land very small quantities of port waste due to the local trading characteristics of the Port of Cowes.



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Kingston Quay (North) Port Waste Reception Facility Plan



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15.7 Folly Reach

The table below shows the categories of waste, which are likely to be landed under the MARPOL Regulations at Folly Reach, taking into account the boats handled. Appropriate facilities are either permanently available or can be made available given notice by the vessel for all categories listed. Unusually large quantities of waste will always require at least 24 hours' notice.

MARPOL Annex	Type of Waste	Frequency of use of facility	Responsibility for the provision of the facilities
Annex I	Oily	Rare	CHC and IoW Council
Annex II & VI	Hazardous Substances	None	CHC and IoW Council
Annex IV	Sewage	None	CHC and IoW Council
Annex V	Garbage	Common	CHC and IoW Council

The following arrangements have been made for the reception of waste of each MARPOL Annex, which is likely to arise at Folly Reach.

Annex I – There is no permanent reception facility at Folly Reach for oily waste. If a boat requires disposal of oily waste, Cowes Harbour Commission or the IOW Council will make the necessary arrangements through an approved waste contractor.

Annex II & VI – There is no permanent reception facility at Folly Reach for hazardous substances. If a boat requires disposal of hazardous substances, Cowes Harbour Commission or the IOW Council will make the necessary arrangements through an approved waste contractor.

Annex IV – The provision for sewage reception facilities is not mandatory. There are no sewage reception facilities at Folly Reach. If a boat requires disposal of sewage, Cowes Harbour Commission or the IOW Council will make the necessary arrangements through an approved waste contractor.

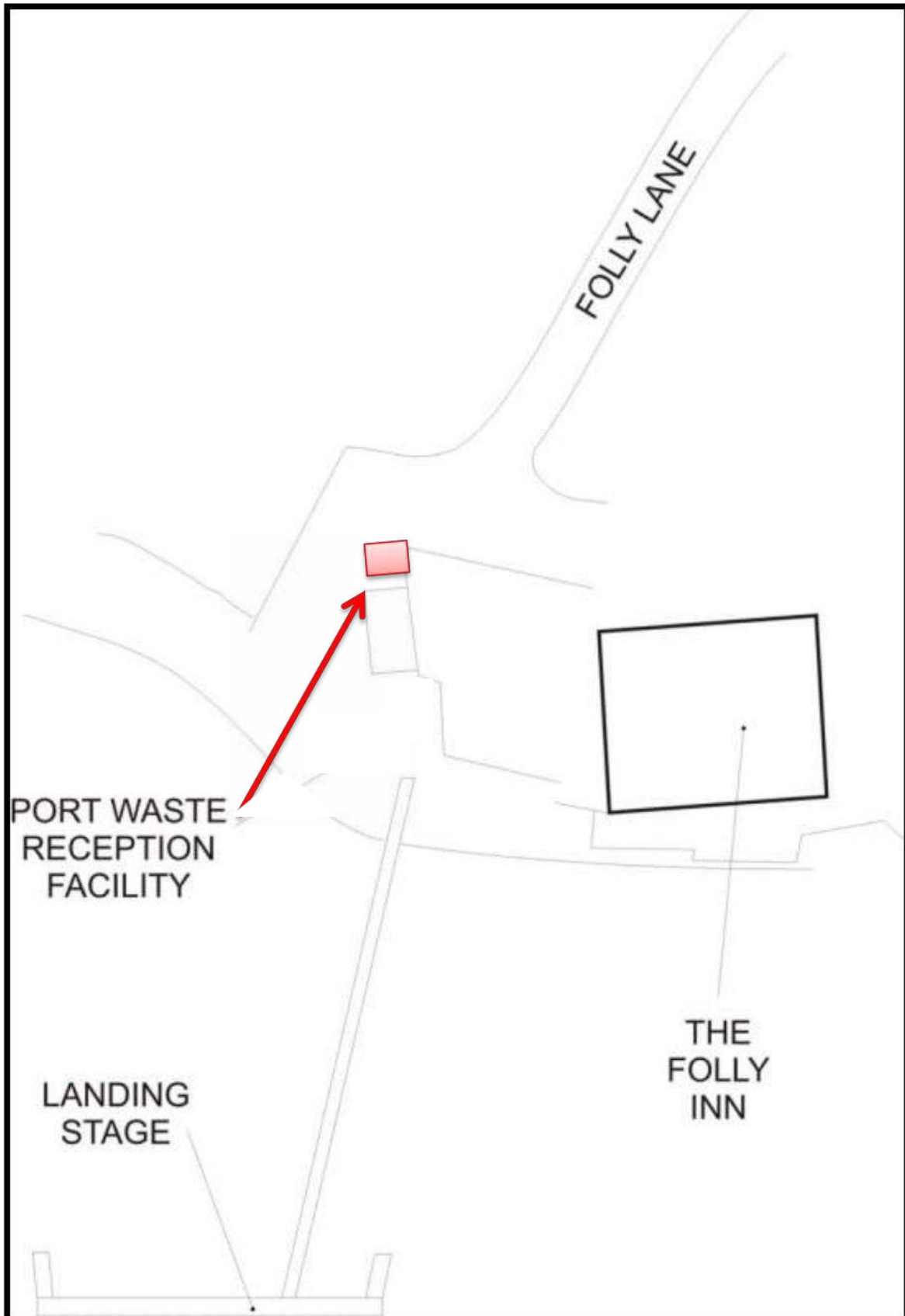
Annex V – Covered wheelie bins for the disposal of domestic garbage and food waste are provided at Folly Reach. Two wheelie bins, 1.1 cubic metres are provided immediately adjacent to the landing stage. An approved waste contractor empties the wheelie bins.

Charges for port waste reception facilities are included in the berthing fee. All costs incurred by the provision of the waste reception facilities at Folly Reach are borne by Cowes Harbour Commission and the Isle of Wight Council.



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Folly Reach Port Waste Reception Facility Plan



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15.8 Shepards Marina

The table below shows the categories of waste, which are likely to be landed under the MARPOL Regulations at Shepards Marina, taking into account the boats handled. Appropriate facilities are either permanently available or can be made available given notice by the vessel for all categories listed. Unusually large quantities of waste will always require at least 24 hours' notice.

MARPOL Annex	Type of Waste	Frequency of use of facility	Responsibility for the provision of the facilities
Annex I	Oily	Rare	Shepards Marina
Annex II & VI	Hazardous Substances	None	Shepards Marina
Annex IV	Sewage	None	Shepards Marina
Annex V	Garbage	Common	Shepards Marina

The following arrangements have been made for the reception of waste of each MARPOL Annex, which is likely to arise at Shepards Marina.

Annex I – There is no permanent reception facility at Shepards Marina for oily waste. If a boat requires disposal of oily waste, Shepards Marina will make the necessary arrangements through an approved waste contractor.

Annex II & VI – There is no permanent reception facility at Shepards Marina for hazardous substances. If a boat requires disposal of hazardous substances, Shepards Marina will make the necessary arrangements through an approved waste contractor.

Annex IV – The provision for sewage reception facilities is not mandatory. There is a sewage pump out reception facility at Shepards Marina connected to the mains sewage drainage system. It should be noted that there is no charge for this facility, it is provided as a 'Stakeholder Benefit' and therefore the cost is absorbed by Cowes Harbour.

Annex V – Covered wheelie bins for the disposal of domestic garbage and food waste are provided at Shepards Marina. Four wheelie bins, 1.1 cubic metres are provided on site at Shepards Marina. A bin for Non-EU waste is provided as required. An approved waste contractor empties the wheelie bins.

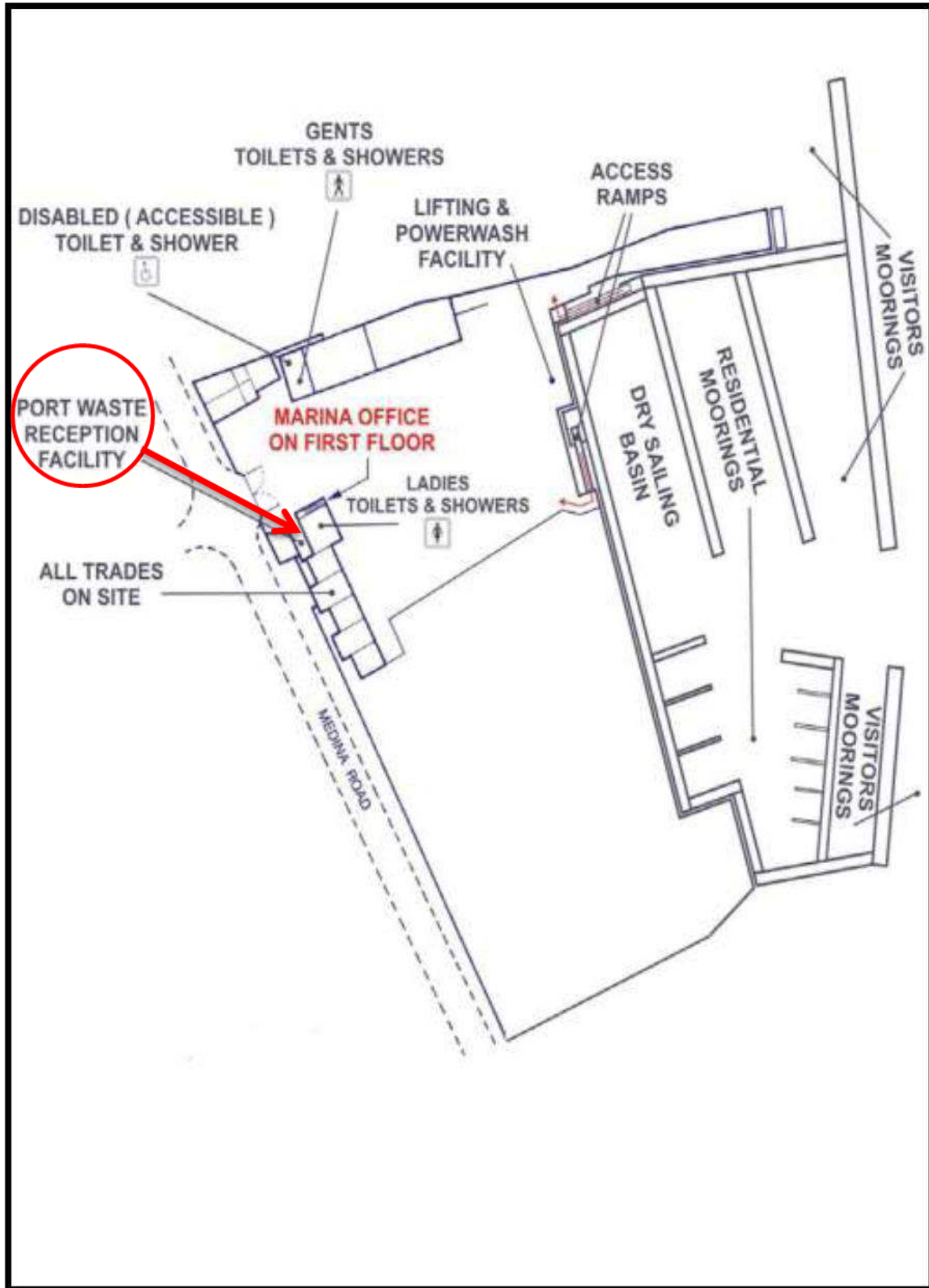
Charges for port waste reception facilities are included in the berthing fee. All costs incurred by the provision of the waste reception facilities at Shepards Marina are borne by Shepards Marina, as the operator.



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Shepards Marina Port Waste Reception Facility Plan

Port Waste Reception Facility: 4 x 1100 Litre Containers



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Annex A - Further Information on the Applicability of the Regulations

Further Information on the Applicability of the Regulations

A number of vessel type fall outside the new regulations, and as such do not have to notify, offload and pay mandatory charges; they are summarized in the table below.

Vessel Type	Conditions to be fulfilled for vessels to fall outside the scope of the Regulations to notify, offload and pay mandatory charges
Vessels under the Small Commercial Vessel Code Practice	Lay down provision for sound waste management with guidance contained in the Small Commercial Vessel Code of Practice
Warships, Naval Auxiliary Ships and vessels owned or operated by a state and on government non - commercial service.	Regulations do not apply but vessels are advised to consider the spirit on the Regulations and adopt best environmental practice.
Tugs / Pilot boats operating on regional basis	Outside scope of Regulations unless vessel is calling at port / terminal for reasons other than operating on behalf of other vessels, or is over-nighting at facility other than its home port / terminal
Class IV Passenger ships engaged only in voyages in Category A, B, C and D waters.	Lay down provisions for waste management under Domestic Safety Management Code
Class V Passenger ships engaged only in voyages in Category A, B and C waters.	Lay down provisions for waste management under Domestic Safety Management Code
Class VI Passenger ships carrying not more than 250 passengers to sea, or category A, B, C or D waters in all cases in favourable weather and during restricted periods which the vessel is at no time more than 15 miles exclusive of A, B, C or D waters from their point of departure nor more than three miles from land.	Lay down provisions for waste management under Domestic Safety Management Code
Class VI (A) Passenger ships carrying not more than 50 passengers for distances not more than six miles on voyages to / from isolated communities on the islands or coasts of the UK and which do not proceed more than three miles from land	Lay down provisions for waste management under Domestic Safety Management Code
Class IX (A) Ships (other than ships of class IV to VI inclusive) which do not proceed to sea	These ships should ensure that their ship-generated wastes are handled in an environmentally sound manner. Further information to be provided in forthcoming standards and guidance. If the vessel proceeds to sea with a load-line exemption then it must fulfil the Regulations.
Class IX (A) (T) Tankers which do not proceed to sea	These ships should ensure that their ship-generated wastes are handled in an environmentally sound manner. Further information to be provided in forthcoming standards and guidance. If the vessel proceeds

	to sea with a load-line exemption then it must fulfil the Regulations.
--	--

Annex B - Summary Waste Reception Facilities within Cowes Harbour

Summary Waste Reception Facilities within Cowes Harbour

Location Operator	Annex I Oily Waste	Annex II & VI Hazardous Substances	Annex IV Sewage	Annex V Garbage
Medina Wharf PD Port Services	None - On request through approved contractor	None - On request through approved contractor	None - On request through approved contractor	1 x 12 cubic metre enclosed skip
Kingston (North) & Boatyard	1 x 1000ltr storage tank	None - On request through approved contractor	None - On request through approved contractor	1 x 1.1 cubic metre wheelie bin
Kingston (South)	None - On request through approved contractor	None - On request through approved contractor	None - On request through approved contractor	1 x 9 cubic metre enclosed skip
West Cowes Red Funnel Terminal	None	None	None	1 x 1.1 cubic metre wheelie bin
East Cowes Red Funnel Terminal	None	None	None	1 x 9 cubic metre enclosed skip
Cowes Yacht Haven	2,500 litre bunded tank	None - On request through approved contractor	None - On request through approved contractor	30 x 1.1 cubic metre wheelie bin
East Cowes Marina Boatfolk Marinas Ltd	2,500 litre bunded tank	None - On request through approved contractor	None - On request through approved contractor	8 x 1.1 cubic metre wheelie bin
Folly Reach CHC and IoW Council	None - On request through approved contractor	None - On request through approved contractor	None - On request through approved contractor	2 x 1.1 cubic metre wheelie bin
Shepards Marina CHC	None - On request through approved contractor	None - On request through approved contractor	Pump out facility via mains sewage drainage system	8 x 1.1 cubic metre wheelie bin

Annex C - Summary of Waste Types Received in Cowes Harbour

Summary of Waste Types Received in Cowes Harbour

All figures are approximate annual amounts (in m³) averaged since 2006.

Location Operator	Annex I Oily Waste	Annex II & VI Hazardous Substances	Annex IV Sewage	Annex V Garbage
Medina Wharf PD Port Services	Nil	Nil	Nil	21
Kingston (North) & Boatyard	8	Nil	Nil	9
Kingston (South)	Nil	Nil	Nil	23
West Cowes Red Funnel Terminal	Nil	Nil	Nil	100
East Cowes Red Funnel Terminal	Nil	Nil	Nil	300
Cowes Yacht Haven	Negligible	Nil	Nil	1080
East Cowes Marina Boatfolk Marinas Ltd	Negligible	Nil	Nil	245
Folly Reach CHC and IoW Council	Nil	Nil	Nil	115
Shepards Marina CHC	Nil	Nil	Nil	95

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Annex D - Information to Be Notified

Information to Be Notified

BEFORE ENTRY INTO THE PORT / TERMINAL OF:

1. Name, call sign and, where appropriate, IMO identification number of the ship:	
2. Flag State:	
3. Estimated time of arrival (ETA):	
4. Estimated time of departure (ETD):	
5. Previous port / terminal:	
6. Next port / terminal:	
7. Last port / terminal and date when ship-generated waste was delivered:	
8. Are you delivering all some none of your waste into Port Reception Facilities? (tick appropriate box)	
9. Type and amount of waste and residues to be delivered and / or remaining on board, and percentage of maximum storage capacity:	

If delivering all waste, complete second column as appropriate.

If delivering some or no waste, complete all columns.

Type	Waste to be Delivered (m3)	Maximum dedicated storage capacity (m3)	Amount of waste retained on board (m3)	Port / Terminal at Which Remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m3)
1. Waste Oils					
Sludge					
Bilge Water					
Others (specify)					
2. Garbage					
Food Waste					
Plastic					
Other					
3. Cargo-associated waste¹ (specify)					
4. Cargo residues¹ (specify)					

Notes:

- 1. This information may be used for Port State Control and other inspection purposes.*
- 2. Member States will determine which bodies will receive copies of this notification*



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3. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000 / 59 / EC.

I confirm that the above details are accurate and correct and there is sufficient dedicated on-board capacity to store all waste generated between notification and the next port / terminal at which waste will be delivered.

Date: _____

Time: _____

Signature: _____

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Annex E - Reporting Alleged Inadequacy of Port Reception Facilities

Reporting Alleged Inadequacy of Port Reception Facilities¹

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

1 SHIP'S PARTICULARS

1.1 Name of ship: _____

1.2 Owner or operator: _____

1.3 Distinctive number or letters: _____

1.4 IMO Number²: _____

1.5 Gross tonnage: _____

1.6 Port of registry: _____

1.7 Flag State³: _____

1.8 Type of ship:

Oil tanker / Chemical tanker / Bulk carrier / Other cargo ship / Passenger ship / Other (specify)

2 PORT PARTICULARS

2.1 Country: _____

2.2 Name of port or area: _____

2.3 Location/terminal name: _____ (e.g. berth/terminal/jetty)

2.4 Name of company operating the reception facility (if applicable): _____

2.5 Type of port operation:

Unloading port / Loading port / Shipyard / Other (specify) _____

2.6 Date of arrival: _____ / _____ / _____ (dd/mm/yyyy)

2.7 Date of occurrence: _____ / _____ / _____ (dd/mm/yyyy)

2.8 Date of departure: _____ / _____ / _____ (dd/mm/yyyy)

¹ This format was approved by MEPC 53.

² In accordance with the IMO ship identification number scheme, adopted by the Organization by Assembly resolution A.1078(28).

³ The name of the State whose flag the ship is entitled to fly.

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3 INADEQUACY OF FACILITIES

3.1 Type and amount of waste for which the port reception facility was inadequate and nature of problems encountered

Type of waste	Amount for discharge (m3)	Amount not accepted (m3)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I-related Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale & sludge from tank cleaning			
Other (please specify)			
MARPOL Annex II-related Category of NLS4 residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Sewage			
MARPOL Annex V-related Type of garbage:			
A. Plastics			
B. Food wastes			
C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Cargo residues			
H. Animal carcass(es)			
I. Fishing gear			
MARPOL Annex VI-related			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

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3.2 Additional information with regard to the problems identified in the above table.

3.3 Did you discuss these problems or report them to the port reception facility?

Yes / No

If Yes, with whom (please specify)

If Yes, what was the response of the port reception facility to your concerns?

3.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel's requirements for reception facilities?

Yes / No / Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

Yes / No

4 ADDITIONAL REMARKS/COMMENTS

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Annex F – Contact List

Cowes Harbour Commission Harbour Office Town Quay Cowes Isle of Wight PO31 7AS	Office Harbour Master	Tel: 01983 293952 (office hrs) Mobile: 07591 207203 Email: hm.chc@cowes.co.uk
Cowes Harbour Services Boatyard Kingston Wharf, East Cowes, IOW PO32 6JS	Office	Tel: 01983 293952 Email: boatyard.chc@cowes.co.uk
PD Port Services Medina Wharf, Artic Road Cowes, PO31 7PG	Duty Manager	Tel: 01983 292501 (office hrs) Mob: 07774 757658
Shepards Marina Medina Road, Cowes, PO31 7HT	Office	Tel: 01983 298721 Email: shepards.chc@cowes.co.uk
Veolia Environmental Services Ltd Unit 6, Marchwood Industrial Park Normandy Way, Southampton SO40 4PB	Office	Tel: 02380 427100
Biffa Waste Services Limited Nationwide Works, Viking Place Roath Docks, Cardiff, CF10 4TS	Office	Tel: 02920 454012
Isle of Wight Council County Hall, Newport Isle of Wight, PO30 1UD	Emergency Management Duty Officer Coastal Management Officer	Tel: 01983 821105 (out of hours) Tel: 01983 821000 (office hrs.) ext. 6610 / 6611
Natural England Cromwell House, 15 Andover Road Winchester, Hampshire, SO23 7BT	Marine Pollution Officer	Incident Response Line: Tel: 0300 0601200 (24 hrs.) MPO Contact: Mr. Kevan Cooke marine.incident@naturalengland.org.uk
MMO Fisheries Office The Quay Poole Dorset BH15 1HP	Marine Pollution Response Out of hrs. Duty Fisheries Officer DEFRA Duty Room (back up if calls are not	Tel: 0300 2002024 (24 hrs.) Tel: 07770 977825 Tel: 0345 051 8486 (24 hrs.) poole@marinemanagement.org.uk Tel: 0300 123 1032 Tel: 01202 677539



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	getting through to 0870 or 07770 numbers) MMO Office: Poole Fisheries Office	
Environment Agency Isle of Wight Area District Office 20 Manners View, Dodnor Newport, Isle of Wight, PO30 5FA	Incidents	Tel: 0870 850 6506 (office hrs.) Email: enquiries@environment- agency.gov.uk Tel: 0800 807060 (24 hrs.)
Cowes Chain Ferry / Floating Bridge Medina Road, Cowes, PO31 7BX	Manager	Tel: 01983 293041 (ferry) Mobile: 07970 009526
Red Funnel Ferries Ltd 12 Bugle Street, Southampton SO14 2JY	Operations Manager	Tel: 02380 248567 Mobile: 07808 943102

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Annex G - Report on Port Waste Reception Facilities European Information Requirements

Report on Port Waste Reception Facilities European Information Requirements

(Submitted via CERs)

Total number of vessel movements:	
Total number of vessel movements under the Regulations:	
Number of vessel movements reporting they are retaining waste:	

Type	Waste notified for Delivery (m3)	Maximum dedicated storage capacity (m3)	Amount of waste retained on board (m3)	Port / Terminal at Which Remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m3)
1. Waste Oils					
Sludge					
Bilge Water					
Others (specify)					
2. Garbage					
Food Waste					
Plastic					
Other					
3. Cargo-associated waste (specify)					
4. Cargo residues (specify)					



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Annex H - IMO Information Return

IMO Information Return – Report of Cost, Type and Capacity Of Port Waste Reception Facilities

(Submitted via CERs)

Name of Port:	
Total number of vessels calling at port (per year):	

	Oil						Noxious Liquid Substances	Sewage	Garbage
	Dirty Ballast Water	Tank Washings (slops)	Oily mixture containing chemicals	Scale & sludge from tank cleaning operations	Oily Bilge Water	Sludge from purification of fuel oil	Categories A, B or C		
Type & size of facility, Method of use (where applicable)									
Is notice required? (If yes, number of hours)									
Frequency of emptying									
Annual capacity									
Amount of waste which should be received									
Amount of waste actually received									
Amount of waste stored by ships for reception in other ports									
Cost of use									