Waste handling procedure
2010 – 2012

Port of Antwerp
There is unquestionable evidence that waste from ships has become a serious environmental, economic, health and aesthetic problem worldwide.

While travelling widely with ocean currents and winds, marine litter items stay active for decades and harm the environment, directly and indirectly. Ship-generated waste is also found in horrendous quantities on the bottom of the sea, where it kills and injures out of sight.

Not only sea life is affected by marine waste. Waste from ships also entails economic costs and losses to, among others, fishermen and coastal communities.

Consequently, there is an urgent need for proper handling of ship-generated waste, so that the economy as well as the environment can benefit from it.

This brochure, based on the waste management plan, gives you information on how to deliver ship’s waste in the Port of Antwerp. The waste management plan as well as the most recent tariffs can be downloaded at www.portofantwerp.com. The tariffs mentioned in this brochure are valid for 2010.

SCOPE OF APPLICATION

- In accordance with the decision of the Flemish Government of 14 March 2003 which transposes the directive in the Flemish legislation;
- In accordance with the decisions of the Flemish Minister of Public Works, Energy, Environment and Nature concerning the amendment to the waste management plan of the Port of Antwerp:

All vessels, calling at the Port of Antwerp, should deliver their waste to port reception facilities before leaving the port unless there’s sufficient storage capacity on board.

Every seagoing vessel that calls at the Port of Antwerp has to pay a substantial waste fee.
NOTIFICATION PROCEDURE

All vessels calling at the Port of Antwerp must notify their waste for each call:

- at least 24 hours before arrival unless the port of call is known less than 24 hours before arrival;
- not later than at departure from the previous port, if the voyage takes less than 24 hours.

This information must be reported through edifact, to the harbour master’s administration. In case of late notification, incomplete or incorrect data, no refund of any waste fee is granted.
FEES FOR SHIP’S WASTE

Waste fee

For each call a substantial waste fee must be paid to the Port Authority irrespective of the use of a port reception facility. As an incentive to deliver the ship’s waste at port reception facilities, the disposal of the waste will be partly covered through the collection of these fees.

The waste fee consists of:
- a fixed waste fee of 20 EUR, multiplied by the applicable factor (see table);
- a variable waste fee of 45 EUR, also multiplied by the applicable factor (see table).

The amount of the fixed and the variable waste fee contribution is set by the waste department of the Flemish Environmental Authority (OVAM) in consultation with the Flemish ports.

Table

The waste production on board of a seagoing vessel is the resultant of the duration of the voyage, the type of fuel used, the speed of the vessel and the number of crew members and passengers. An investigation of a number of seagoing vessels shows that it can be concluded that the amount of ship’s waste varies with a factor from 1 to 6, as represented in following table.

<table>
<thead>
<tr>
<th>VESSEL TYPE/GT</th>
<th>&lt; 5,000</th>
<th>5,000 – 9,999</th>
<th>10,000 – 14,999</th>
<th>15,000 – 19,999</th>
<th>20,000 – 24,999</th>
<th>25,000 – 29,999</th>
<th>&gt; 30,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>BULK</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>CONT</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>CARGO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>REEFER</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>GAST</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>OBO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>RORO</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>VEHCA</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>TANK</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>OTHER</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

Type

BULK = bulk carrier
CONT = container ship
CARGO = general cargo ship
REEFER = reefer ship
GAST = gas tanker
OBO = oil bulk ore ship
RORO = roll-on roll-off ship
VEHCA = vehicle carrier
TANK = tanker, not gas tanker
OTHERS = other vessels, being not one of the types mentioned above
REFUND OR NO CHARGE OF THE WASTE FEE

Seagoing vessels in scheduled traffic with frequent and regular port calls may have the fixed and variable waste fee waived or refunded if they are granted an exemption by the OVAM.

Vessels are exempted if they meet following conditions:
- the vessel is sailing in a liner service with frequent and regular calls (at least 1 call every fortnight);
- evidence can be delivered that the vessel has made an arrangement for the delivery of her waste;
- evidence can be delivered that the vessel has arranged the payment of her waste fee in a port which she will call at during her voyage.

Vessels which may qualify can submit to the OVAM a request for exemption from the mandatory notification, waste delivery and fee.

Following documents need to be included in the formal application:
- name and the vessel's IMO number;
- sailing schedule, proving one call at least every fortnight in the Port of Antwerp;
- a copy of the contract with the port reception facilities (in Belgium or another member of the EU, EER or HELCOM) or other documents (e.g. delivery certificates) proving that the vessel delivers regularly at port reception facilities.

The OVAM grants the exemption within 45 days after receiving the above-mentioned documents and after advice from the Agency for Maritime Services and Coast and Port State Control. An exemption can be granted with retrospective effect as from the day of reception by the OVAM of the entire application file. The exemption cannot be transferred to another vessel, unless the OVAM gives written approval.

If the invoice was drawn up before the Port Authority was informed about the exemption, a credit note will be made taking into account the starting date of the exemption.
REFUND OR NO CHARGE OF THE VARIABLE WASTE FEE

Vessels which deliver oily waste

Seagoing vessels can be considered for no charge or refund of the variable waste fee if they submit a request to the Port Authority with the following information:

A waste reception receipt from an authorized port reception facility, stating clearly that the ship has delivered oily waste in the Port of Antwerp or, in case of sufficient storage capacity, in a port in the EU-HELCOM-EER area within a period of 30 calendar days before or after the date of arrival in the Port of Antwerp.

This receipt must include:
- name of the vessel;
- stay reference number;
- name and address of the port reception facility, with name of its representative and his signature;
- quantity and type of waste;
- port and date of delivery.

All the necessary documents, proving that the ship's waste was delivered at a port reception facility, have to be submitted to the Port Authority within 90 calendar days after arrival of the ship in the port. After this period, the variable waste fee cannot be claimed back.

In case of doubt, the Port Authority can always ask for additional documents before deciding to refund the variable waste fee.

Vessels using marine diesel oil or marine gasoil

Vessels using marine diesel oil or marine gasoil can be granted a reduction in the waste fee. This means that only the fixed, non-variable waste fee needs to be paid.

An application for reduction of the waste fee must be sent to the OVAM. The following documents need to be included in the official application:
- name and IMO number of the vessel;
- for each oil tanker from 150 GT and more and every other vessel as of 400 GT and more: a copy of the oil record book for the last 6 months and a copy of the IOPP certificate and the supplement;
- at least one recent bunker receipt.

Vessels that have been granted a reduction by the OVAM must inform the Port Authority within 90 calendar days after arrival of the vessel. If the invoice was already drawn up, a credit note will be issued. A vessel with such a reduction can only use it in the ports of Antwerp, Zeebrugge and Ghent.
HOW TO DELIVER YOUR WASTE

Before leaving the port the captain of a vessel delivers the ship-generated waste or the cargo residues at an authorized port reception facility.

The captain or his agent has to contact the port reception facility. The port reception facility has to be informed in time of the quantities and types of ship-generated waste in order to be able to receive it as efficiently as possible.

The expenses for the collection, handling and processing of ship-generated waste are paid by the vessel directly to the port reception facility. The price depends on the tariffs of the port reception facility.

A detailed description of the recognized port reception facilities can be consulted via www.portofantwerp.com.
**PRINCIPLES FOR FINANCIAL COMPENSATION**

In order to encourage waste deliveries at a port reception facility, the collected waste fees are used to reduce the costs of each waste delivery significantly.

Each vessel may obtain financial compensation for the delivery of her oily waste or ship’s garbage in the Port of Antwerp, irrespective of the payment of the fixed and/or variable waste fee. The amount of compensation is 30 EUR/m³ for oily waste and 15 EUR/m³ for ship’s garbage. The compensation is made available by the Port Authority, but is actually paid by the port reception facility. When the vessel qualifies for financial compensation the amount of the refund will be subtracted from the amount of the port reception facility’s invoice.

Vessels cannot benefit from this compensation if mandatory waste disposal has been imposed by Port State Control. The Port Authority can always ask for additional documents before applying a compensation.

In case of misuse or attempted misuse of the compensation, it will be claimed back and the port reception facility will not be able to apply for any compensation during one month. In case of repeated misuse or attempted misuse, the port reception facility will never again be able to apply for any compensation of collecting costs.

Every calendar year, the amount of the compensation is presented by the Port Authority for written approval to the OVAM unless the available financial means are exhausted earlier or another system is imposed by Europe or the OVAM.

The port reception facility has the opportunity to link its website to the website of the Port Authority only if it publishes its tariffs of waste collection on its website. For this purpose it can apply to the Port Authority.

**CONDITIONS FOR FINANCIAL COMPENSATION**

The port reception facility must be authorized by the harbour master’s office of the Port Authority.

The collecting cost must be in accordance with market prices.

The port reception facility must keep clear, transparent accounts for the Port Authority.

The invoice must clearly mention the amount of the compensation for oily waste and garbage, as well that the Antwerp Port Authority is a ‘third payer’.

The port reception facility must report all its waste collections at www.portofantwerp.com/secured/wascol. The collection of oily waste must be notified not later than 1 working day after departure of the vessel. For the collection of garbage, the notification is expected not later than 4 working days after departure of the seagoing vessel.

To claim the compensation, the port reception facility must send a request for payment to the Port Authority at the latest 60 calendar days after arrival of the vessel. This request for payment will be settled by the Port Authority within 10 working days after receipt. On this request for payment, the port reception facility has to refer to the unique identification number which was generated through the above-mentioned internet application.
REPORTING INADEQUACIES OF A PORT RECEPTION FACILITY

Inadequacies can be reported by using the relevant form which can be found in the waste management plan of the Port of Antwerp.

This reporting form and related documents shall be submitted to:

*Ministry of Transport and Infrastructure*
*General Managership of Maritime Transport*
*Navigation Control Department – Solas*
*Pilotage office*
*Tavernierkaai 3*
*2000 Antwerp*
*T +32 3 229 00 35/30*
*F +32 3 229 00 31*

*Antwerp Port Authority*
*Attn Mr E. Bruyninckx, CEO*
*Havenhuis*
*Entrepotkaai 1*
*2000 Antwerp*
*T +32 3 205 20 11*
*F +32 3 205 20 20*

SUMMARY

All vessels have to deliver their waste to a port reception facility before leaving the port unless there’s sufficient storage capacity on board.

<table>
<thead>
<tr>
<th></th>
<th>MANDATORY NOTIFICATION</th>
<th>FIXED WASTE FEE</th>
<th>VARIABLE WASTE FEE</th>
<th>FINANCIAL COMPENSATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>non-self propelled pontoon</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>fishing boat</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>pleasure boat ≤ 12 passengers</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>warship, navy and public vessel non-commercial use</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>vessel exempted by the OVAM</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>yes</td>
</tr>
<tr>
<td>vessel delivered oily waste in Antwerp or in EU-EER-HELCOM</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
</tr>
<tr>
<td>MDO/MGO-vessel</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
</tr>
<tr>
<td>other vessel</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>
**TERMINOLOGY**

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

*EER*
Members of European Union + Iceland, Liechtenstein and Norway.

*EU*
Belgium, Cyprus (Greek part), Denmark, Germany, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Austria, Poland, Portugal, Slovakia, Slovenia, Spain, Czech Republic, United Kingdom, Sweden, Bulgaria, Romania.

*HELCOM*
EU + part of Russia (at the Baltic Sea).

*Oily waste*
Includes sludge, bilge water and used engine oil, but excludes ballast waters, washing waters and cargo residues from load areas or tanks.

*OVAM*
Flemish Public Waste Agency, department of waste management, Stationsstraat 110, 2800 Mechelen, Belgium.

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*Port reception facility*
Fixed, floating or mobile facility which carries out reception of ship's waste or cargo residues.

*Ship's garbage*
Food waste of the crew, plastic, domestic waste or similar, maintenance waste from the engine room such as soot, machine parts, paint residues and cleaning cloths (rags). Cargo-related waste such as dunnage, packing material, steel straps, paper and cardboard are excluded.
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