

***Cumbria County Council***

***PORT WASTE  
MANAGEMENT PLAN***

*Ref: POW 008*

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Workington  
Cumbria CA14 2JH*

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# Port Of Workington Waste Management Plan

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## **References**

- a. The International Convention on the Prevention of Pollution from Ships (Marpol 73/78)
- b. Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003
- c. Port Waste Management Planning, a Guide to Good Practice. MCA Publication April 2004
- d. Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 – Marine Guidance Notes (MGN 563 M+F – replaces MGN 253, 259, 326 & 387)
- e. M Notice 1262 Prevention of Pollution of the Sea by Garbage from Ships and Offshore Installations.
- f. Guidance Notes issued by DEFRA on the Control and Disposal of Catering Waste from Means of Transport Operating Internationally Imported into England.

## **Background**

1. The introduction by the Department for Transport of the Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 (SI 1997 No 3018) required every harbour authority for a harbour in the United Kingdom or United Kingdom waters to prepare a Waste Management Plan with respect to the provision and use of prescribed wastes from vessels using the harbour. These regulations are now revoked by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003.
2. The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 implements the EU's Directive 2000/59/EC on port reception facilities for ship generated waste and cargo residues (SI 2003/No 11809).
3. The International Conventions on the prevention of pollution from ships (Marpol 73/78) provide the international framework on how pollution from ships should be managed and require ports to provide waste reception facilities which are adequate and do not cause undue delay to the ships using them.

## **Introduction**

4. The Port of Workington is located on the eastern side of the Solway Firth at the mouth of the River Derwent. It is the largest port in Cumbria and offers a full bulk and general cargo handling service. The Port of Workington is owned by Cumbria County Council, who purchased the port from British Steel Corporation in 1975. The Port has 7 berths and 722 metres of quay space and handles approximately 300 shipping movements per annum.
5. Responsibility for implementation of the Waste Management Plan rests with the Harbour Master as directed by the competent harbour authority.
6. The aim is to ensure facilities provided comply with the regulations and meet the needs of the port.

## **Duty of Care**

7. Duty of Care is a statutory requirement under the Environmental Protection Act 1990 which states that all reasonable care must be taken by those to whom this legislation applies to keep waste safe.

## 8. **List of Prescribed Wastes**

List of prescribed wastes dealt with on the Port

- Waste oil
- Oily Rags
- Oil Filters
- Garbage
- International Catering Waste
- Sewage
- Bilge Water
- Cargo Residue
- Plastic
- Hazardous Waste

## **The Plan**

9. The Port of Workington provides 2 x 4m<sup>3</sup> skips (Berth1) & 2 x 1.1m<sup>3</sup> skips (Berths 3 & 5) for the storage of domestic waste from ships on the Port.
10. A Site Plan showing the Port of Workington and the waste disposal facilities contained therein is at Annex B.
11. The Port has recently updated its contract with BIFFA (a licensed operator) to provide and empty the covered skips as required. The number of requests to empty the skips is approximately 2/3 times per month.

12. Obviously the filling of the skips is proportional to the number of vessels calling at the Port and to this end port staff monitor the situation constantly to ensure the provision of adequate domestic waste storage and disposal.

13. Catering Waste

Garbage/plastic is stored in plastic bags in designated lockable skips for disposal by an approved waste contractor.

Additionally the Port has reached an agreement with an approved waste contractor to provide whenever necessary on an ad hoc basis the facility for vessels to dispose of international catering waste.

14. Oily or Contaminated Waste

Oily rags, hazardous waste and oil filters are stored in separate metal containers with a sealed cover placed in the oil waste storage area (reference Annex B, Port site plan) for disposal by an approved waste contractor.

Visiting vessels may also dispose of oily rags, hazardous waste and oil filters direct via an approved waste contractor (reference Annex H)

No oily waste or hazardous materials are to be placed in the designated skips or dumped in the dock or onto open quay areas.

15. Cargo Residue

The procedure for disposal of general cargo residue will be dealt with in a similar manner to that of oily or contaminated waste.

16. Sewage/Bilge Water/Waste Oil

Sewage, waste oil or bilge water is discharged from ship direct into road tankers for disposal by an approved waste contractor.

17. Delivery of Prescribed Wastes

The Master of a vessel must ensure that any waste delivered to the Port will be presented in suitable robust packaging or for waste oil, sewage, bilge water or other liquids, closed, secure containers.

Disposal of waste oil, Sewage, bilge water or other hazardous materials must be arranged by the vessels agent at the vessels expense and carried out only by an approved contractor.

### **Vessel Notification**

18. It is the Port of Workington's policy in accordance with MGN 563 (M+F) that vessels provide at least 24 hours before arrival notification of the type and quantities of waste to be landed either through the vessels agent or by the ship itself on the form in Annex C – MGN 563 (M+F).
19. This requirement also applies to international catering waste although the Port has a separate form for this in Annex D.

## **Consultation**

20. The Port has consulted with ships agents and port users in the original Port Waste Management Plan and has undertaken further consultation with regard to this revised plan. The Port feels through time the system has been proven to the needs of the Port and vessels using the Port and therefore needs minimal amendments. The documents in Annexes A to I will be reissued to these groups and placed on board every vessel and a signature obtained from every Master to acknowledge receipt.

21. Reporting inadequacies of waste reception facilities

The Port will provide adequate reception facilities to receive the types and quantities of waste from ships normally using the harbour. If Waste reception facilities are deemed to be inadequate by the master of a vessel he must bring this to the attention of the harbour master. If the problem is not resolved at the time to the master's satisfaction then the form Annex G from MGN 563 (M+F) should be completed by the Master, Ship Owner or agent and sent/faxed to the MCA.

Foreign flagged ships should contact their own flag, who should take appropriate action through the IMO.

22. These documents are enclosed in the following Annexes:-

Annex A – Port Waste Management Policy

Annex B – Site Plan for 4 Red Waste Skips

Annex C – Waste Declaration – Information to be notified prior to Ship's Arrival

Annex D – Waste Declaration – International Catering Waste

Annex E – Oily or Contaminated Waste Procedure

Annex F – Disposal of Cargo Residue Procedure

Annex G – Reporting Inadequacy of Port Reception Facilities

Annex H – Waste Declaration – Waste Oil, Bilge Water or Sewage

Annex I – Waste Delivery Receipt.

23. Ship's Masters and agents were also advised that the Port would provide transport to convey excessive quantities of domestic waste to the skips if a ship has arrived after a lengthy sea passage and accumulated domestic waste for disposal. This arrangement has been put in writing in Annex A.

The agents have also been requested to convey any complaints or pass on any comments or ideas of improvements to the service we provide. To date no complaints or ideas for improvements have been received.

## **Documentation**

24. The Port has also produced "The Port of Workington Shipping Safety Regulations & Waste Management Regulations. Every vessel is boarded on arrival in the Port and issued with a copy and a signature obtained for receipt of these regulations. The signed page is removed and filed in the Harbour Office in the ship's file.

25. After receiving a declaration from the vessel of the types and quantities of waste to be landed, the harbour office will record the information on the ships file along with any approved contractor's consignment notes.

26. After the waste has been delivered, the Port will issue the Master of the vessel with a waste delivery receipt form. This form should be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB. The harbour office will record the information on the ships file.

### **Charging System**

27. The Port incorporates the cost of this provision in the port dues that a vessel incurs. An exception to this are vessels related to Offshore Projects or vessels that lay up in the Port. In these cases the Port Authority will agree a fee based on individual requirement.
28. International catering waste will be charged in the same manner although this service will be subject to periodic review and will be monitored carefully. Since 1<sup>st</sup> August 2004 “no vessels” have required this service, and on this basis we do not expect the Ports charges to alter very much if at all.
29. For the disposal of waste oil, bilge water, sewage or hazardous material materials the vessels agents must make arrangements with an approved contractor and the expense will be to the vessels account.

### **Assessment of Quantities**

30. With reference to assessing the quantities of prescribed waste, our pattern of trade and number of vessels calling at the Port is fairly constant with most vessels coming from UK or EU ports. The number of vessels referenced below are calculated annually from April to April.

2006-2009	-	1,118	Vessels
2009-2012	-	937	Vessels
2012-2015	-	682	Vessels
2015-2018	-	509	Vessels

31. Domestic waste we would estimate a quantity of 340.6 cu metres.  
Cargo residue we would estimate a quantity of 5.5 cu metres.  
Waste oil we would estimate a quantity of 873.4 lts.  
Sewage we would estimate a quantity of 2183.6 lts.  
Hazardous Waste we would estimate a quantity of 7.6 cu metres.  
Oily rags we would estimate a quantity of 21.8 cu metres.  
Oil filters we would estimate a quantity of 15.3 cu metres.  
Bilge water we would estimate a quantity of 1746.9 lts.

(All approximated quantities cover a period of 3 years)

32. With reference to assessing future amounts we do not expect any significant increase in quantity in the future. Our contract with BIFFA and the prior knowledge of ships arrivals ensures the Port can provide the required storage and disposal of domestic waste.
33. With reference to cargo residue being retained on board ships for deposit at sea we are not aware of any vessels using the Port falling into this category.

The ships from which we discharge bulk cargoes do not have residue as the holds are completely discharged and swept and no residue left on board the vessel.

34. The cost of removal of garbage (galley and operational waste) is consolidated within the harbour charges.
35. The person responsible for the Port Waste Management Plan is the Harbour Master.



## Annex A

# **PORT OF WORKINGTON** **WASTE MANAGEMENT POLICY**

To All Ship's Masters

Waste at the Port of Workington is dealt with as follows:-

### **DISPOSAL OF DOMESTIC WASTE**

In order to comply with MARPOL REGULATIONS will you please ensure that your vessels domestic waste is bagged and only placed in the red BIFFA skips provided for such material. The skips are situated on Berth 1 near to the Harbour Office, Berth 3 near to the Dock Gate office and Berth 5 opposite Armstrong's warehouse. The Port will provide, on request, transport to convey excessive quantities of domestic waste to the skips that may have accumulated after long sea voyages.

No international catering waste or oily waste or toxic materials are to be placed in the above mentioned skips. Disposal of sludge, sewage, oily waste or toxic materials and cargo residues must be arranged by your Agent at your expense and can only be carried out by an approved contractor.

Prior notice must be given and authority obtained from the Port prior to landing waste.

None of the above mentioned materials are to be dumped in the dock or on the open quay areas.

As each ship docks the following notice "PORT OF WORKINGTON SHIPPING SAFETY REGULATIONS & WASTE MANAGEMENT REGULATIONS" is placed on board the vessel and a competent ship's officer signs a record book to acknowledge receipt of the instructions. All the necessary information and Waste Declaration forms are contained within this document and are as follows:-

Annex A – Port Waste Management Policy

Annex B – Site Plan for Waste Skips

Annex C – Waste Declaration – Information to be notified prior to Ship's Arrival

Annex D – Waste Declaration – International Catering Waste

Annex E – Oily or Contaminated Waste Procedure

Annex F – Disposal of Cargo Residue Procedure

Annex G – Reporting Inadequacy of Port Reception Facilities

Annex H – Waste Declaration – Waste Oil, Bilge Water or Sewage

Annex I -- Waste Delivery Receipt.

PORT OF WORKINGTON WASTE RECEPTION



■ Position of ships domestic waste bins

★ Waste Oil

## Annex C

### Port Waste Management Notification Form

#### Information to be notified before entry into the port of

.....  
(Port of destination as referred to in Article 6 of Directive 2000/59/EC)

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 of call:
6. Next port of call:
7. Last port and date when ship-generated waste was delivered, including the quantities (in m<sup>3</sup>) and the types of waste that were delivered:
8. Are you delivering (tick appropriate box):  
all  some  none   
of your waste into port reception facilities?
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 and last columns as appropriate. If delivering some or no waste, complete all columns.*

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicated storage capacity (m <sup>3</sup> )	Amount of waste retained on board (m <sup>3</sup> )	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m <sup>3</sup> )	Waste that has been delivered at the last port of delivery identified under point 7 above (m <sup>3</sup> )
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#### Waste oils

Oily bilge Water						
Oily residues (sludge)						
Other (specify)						
<b>Sewage<sup>(1)</sup></b>						

#### Garbage

Plastics						
Food wastes						

Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)						
Cooking oil						
Incinerator ashes						
Operational wastes						
Animal carcass(es)						
Cargo residues <sup>(2)</sup> (specify) <sup>(3)</sup>						

<sup>(1)</sup> Sewage may be discharged at sea in accordance with Regulation 11 of Marpol Annex IV.

The corresponding boxes do not need to be completed if it is the intention to make an authorised discharge at sea.

<sup>(2)</sup> May be estimates.

<sup>(3)</sup> Cargo residues shall be specified and categorised according to the relevant Annexes of Marpol, in particular Marpol Annexes I, II and V.

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

I confirm that:

- the above details are accurate and correct, and
- there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.

Date .....

Time .....

Signature

**PORT OF WORKINGTON**

**Information to be notified before Arrival at the Port of Workington**

**DECLARATION OF DISPOSAL OF  
INTERNATIONAL CATERING WASTE**

I ..... (Master)

Of M.V. ....

Last Port of Call .....

Bags            Cubic Metre

International Catering Waste Category 1  
By-Product

No International Catering Waste Category 1  
By-Product

(Measured in M<sup>3</sup>)

Into the Port's Waste Reception Facilities

Departure Date     :     .....

Next Port of Call   :     .....

I confirm that the above details are accurate and correct

..... (Master)

Date .....

Time .....

## Annex E

### PORT OF WORKINGTON

#### **DECLARATION OF DISPOSAL OF OILY OR CONTAMINATED WASTE**

This must in no circumstances be placed in the Biffa Bins but must be disposed of through a licensed contractor who will transport it to a licensed site.

Oily rags / filters disposal. If the oil is miscible with water, up to 10% concentration it may be disposed of in landfill. If (as is more likely) it is not, then the limit of concentration is 1%. The waste may then go to a licensed site within Cumbria.

Firms to contact are:-

Biffa:

0121 505 1616

[cs.treatment@biffa.co.uk](mailto:cs.treatment@biffa.co.uk)

H & E Trotter:

01768 894646 – Office

[colin@hetrotter.co.uk](mailto:colin@hetrotter.co.uk)

07740 413215 – Out of hours

[edna@hetrotter.co.uk](mailto:edna@hetrotter.co.uk)

Unblock Cumbria

01900 870140

[info@unblockcumbria.co.uk](mailto:info@unblockcumbria.co.uk)

**Annex F**

**PORT OF WORKINGTON**

**DECLARATION OF DISPOSAL OF  
CARGO RESIDUE**

The procedure for cargo residues is as follows:-

1. General cargo residue will be dealt with in a similar manner to that of oily or contaminated waste.

An exception to the above is residue of bark from cargoes of pulp logs from the West Coast of Scotland. A special skip is provided by Thompsons Plant Hire Ltd on behalf of Iggesund Paperboard (Workington) Limited with whom they have a contract. This is taken by Thompsons Plant Hire Ltd where it is recycled.

## Annex G

### REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACY OF PORT RECEPTION FACILITIES<sup>1</sup>

The Master of a UK flagged ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Maritime and Coastguard Agency.

#### 1. SHIPS PARTICULARS

1.1 Name of ship					
1.2 Owner or operator:					
1.3 Distinctive numbers or letters:					
1.4 IMO No <sup>2</sup> :					
1.5 Gross tonnage:					
1.6 Port of registry:					
1.7 Flag state <sup>3</sup> :					
1.8 Type of ship (Yes/No)					
Oil tanker:		Chemical tanker:		Bulk carrier:	
Other cargo ship:		Passenger ship:		Other:	
If other, please 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:	
Shipyards:		Other:	
If other, please 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)

<sup>1</sup> This format was approved by the fifty-third session of the marine Environment Protection Committee in July 2005

<sup>2</sup> In accordance with the IMO ship identification number scheme adopted by the Organisation by Assembly resolution A.600(15).

<sup>3</sup> The name of the State whose flag the ship is entitled to fly



### 3. INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge (m <sup>3</sup> )	Amount not accepted (m <sup>3</sup> )	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 delays/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
<b>MARPOL Annex I – related</b>			
Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify .....)			
<b>MARPOL Annex II – related</b>			
Category of NLS <sup>4</sup> residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
<b>MARPOL Annex IV – related</b>			
Sewage			
<b>MARPOL Annex V – related</b>			
Type of garbage:			
Plastic			
Floating dunnage, lining, or packing materials			
Ground paper products, rags, glass, metal, bottles, crockery, etc..			
Cargo residues, paper products, rags, glass, metal, bottles, crockery			
Food waste			
Incinerator, ash			
Other (please specify .....)			
<b>MARPOL Annex VI – related</b>			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

4. Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as “solidifying” or “high viscosity” as per MARPOL Annex II regulation paragraphs 15.1 and 17.1 respectively.

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

**5. ADDITIONAL REMARKS/COMMENTS**

Master's signature: ..... Date: .....

## Annex H

### PORT OF WORKINGTON

#### **DECLARATION OF WASTE OIL, BILGE WATER OR SEWAGE**

This must in no circumstances be placed in the Biffa Bins but must be disposed of through a licensed contractor who will transport it to a licensed site.

Oil / Water mixtures (bilges etc) require to be analysed before disposal. If the oil is miscible with water, up to 10% concentration it may be disposed of in landfill. If (as is more likely) it is not, then the limit of concentration is 1%. The waste may then go to a licensed site within Cumbria.

Firms to contact are:-

Biffa:

0121 505 1616

[cs.treatment@biffa.co.uk](mailto:cs.treatment@biffa.co.uk)

H & E Trotter:

01768 894646 – Office

[colin@hetrotter.co.uk](mailto:colin@hetrotter.co.uk)

07740 413215 – Out of hours

[edna@hetrotter.co.uk](mailto:edna@hetrotter.co.uk)

Unblock Cumbria

01900 870140

[info@unblockcumbria.co.uk](mailto:info@unblockcumbria.co.uk)

# Annex I

## PORT OF WORKINGTON

### STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered waste.

This form should be retained on board a vessel along with the appropriate Oil RB, Cargo RB or Garbage RB

#### 1. RECEPTION FACILITY AND PORT PARTICULARS

1.1 Location/Terminal name:	
1.2 Reception facility provider(s):	
1.3 Treatment facility provider(s) – if different from above:	
1.4 Waste Discharge Date and time from:	to

#### 2. SHIP PARTICULARS

2.1 Name of Ship:	2.5 Owner or operator:
2.2 IMO number:	2.6 Distinctive number or letters:
2.3 Gross Tonnage:	2.7 Flag State:
2.4 Type of ship: <input type="checkbox"/> Oil Tanker <input type="checkbox"/> Chemical Tanker <input type="checkbox"/> Bulk Carrier <input type="checkbox"/> Container <input type="checkbox"/> Other Cargo Ship <input type="checkbox"/> Passenger Ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

#### 3. TYPE AND AMOUNT OF WASTE RECEIVED

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )	MARPOL Annex V - Garbage	Quantity (m <sup>3</sup> )
Oily bilge water		A. Plastics	
Oily residues (sludge)		B. Food wastes	
Oily tank washings		C. Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)	
Dirty ballast water		D. Cooking oil	
Scale and sludge from tank cleaning		E. Incinerator ashes	
Other (please specify)		F. Operational Wastes	
<b>MARPOL Annex II – NLS</b>	<b>Quantity (m<sup>3</sup>)/Name<sup>5</sup></b>	G. Cargo residues <sup>6</sup>	
Category X substance		H. Animal carcass(es)	
Category Y substance		I. Fishing gear	
Category Z substance		<b>MARPOL Annex VI – related</b>	<b>Quantity (m<sup>3</sup>)</b>
OS – other substance		Ozone-depleting substances and equipment containing such substances	
<b>MARPOL Annex IV – Sewage</b>	<b>Quantity (m<sup>3</sup>)</b>	Exhaust gas-cleaning residues	

On behalf of the port facility I confirm that the above wastes were delivered.

Signature: ..... Full Name and Company Stamp .....

5 Indicate the proper shipping name of the NLS involved  
 6 Indicate the proper shipping name of the dry cargo

Name of Ship:	IMO Number:
---------------	-------------

Please state below the approximate amount of waste and residues remaining on board and the percentage of maximum storage capacity. If delivering all waste on board at this port please strike through this table and tick the box below. If delivering some or not waste, please complete all columns.

I confirm that I am delivering all the waste held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity (m <sup>3</sup> )	Amount of waste retained on board (m <sup>3</sup> )	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call (m <sup>3</sup> )
<b>MARPOL Annex I - Oil</b>				
Oily bilge water				
Oily residues (sludges)				
Oily tank washings				
Dirty ballast water				
Scale & sludge from tank cleaning				
Other (please specify)				
<b>MARPOL Annex II – NLS<sup>3</sup></b>				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
<b>MARPOL Annex IV – Sewage</b>				
Sewage				
<b>MARPOL Annex V – Garbage</b>				
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 <sup>4</sup>				
H. Animal Carcass(es)				
I. Fishing gear				
<b>MARPOL Annex VI – Air pollution</b>				
Ozone –depleting substances and equipment containing such substances				
Exhaust gas-cleaning residues				

Date: ..... Name & Position: .....

Time ..... Signature: .....

<sup>3</sup> Indicate the proper shipping name of the NLS involved  
<sup>4</sup> Indicate the proper shipping name of the dry cargo

## Port of Workington Review of Port Waste Management Plan

Date of Review	Name of Person	Alterations Yes/No	Summary of alterations
15.10.12	L.J.McAleavey	Yes	<b>Page 1, Insert:</b> <i>E Mail: gateway@portofworkington.co.uk</i>
			<b>Page 4, Insert:</b> 2 x 1.1 cu.m. skips (Berths 3 & 5) for the storage of domestic waste from ships on the Port.
			<b>Page 8, Insert:</b> Assessment of quantities for 2011/12.
			<b>Page 9, Insert:</b> Skips are situated on Berth 1 near to the Harbour Office, berth 3 near to the Dock Gate office and berth 5 opposite Armstrong's warehouse.
			<b>Page 11, Insert:</b> Annex B amended to show 2 additional red skips.
01.04.14	L.J.McAleavey	Yes	<b>Page 3, Insert:</b> Visiting vessels may also dispose of oily rags, hazardous waste and oil filters direct via an approved waste contractor (reference Annex H)
			<b>Page 6, Insert:</b> Approximate quantities for a 3 year period.
			<b>Page 1 - 19 Change:</b> MGN 253 (M+F) to MGN 387 (M+F)
17.10.16	L.J.McAleavey	Yes	<b>Page 9, Annex C Insert:</b> New waste deceleration form
13.03.17	L.J.McAleavey	Yes	<b>Page 6, Review</b> Assessment of quantities 2012 - 2015
25.10.17	L.J.McAleavey	Yes	<b>Page 5, Documentation Paragraph 26, Insert:</b> After the waste has been delivered, the Port will issue the Master of the vessel with a waste delivery receipt form. This form should be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB. The harbour office will record the information on the ships file.
25.10.17	L.J.McAleavey	Yes	<b>Page 26, Insert:</b> Annex I Waste delivery receipt form.
24.07.19	Jeremy Lihou	Yes	<b>Contents page check page numbering</b>
24.07.19	Jeremy Lihou	Yes	<b>Whole document – Add page numbers</b>
24.07.19	Jeremy Lihou	Yes	<b>Page 1 References d).</b> Update and amend to include revised MGN 563 (M+F)

24.07.19	Jeremy Lihou	Yes	<b>Page 2 The Plan 9).</b> Amend Cubm to m <sup>3</sup>
24.07.19	Jeremy Lihou	Yes	<b>Page 3 Vessel Notification 18).</b> Update and amend to include revised MGN 563 (M+F)
24.07.19	Jeremy Lihou	Yes	<b>Page 4 Reporting inadequacies of waste reception facilities 21).</b> Update and amend to include revised MGN 563 (M+F) and amendment to read Annex G
24.07.19	Jeremy Lihou	Yes	<b>Page 5 Assessment of Quantities 30).</b> Update and amend adding 2015 to 2018 vessel numbers
24.07.19	Jeremy Lihou	Yes	<b>Page 8</b> Waste reception map update
24.07.19	Jeremy Lihou	Yes	<b>Page 9</b> Port Waste Management notification updated