

TEES AND HARTLEPOOL PORT WASTE MANAGEMENT PLAN



JANUARY 2025

Tees and Hartlepool - Port Waste Management Plan

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23 rd October 2018	1.0	PB	
19 th October 2021	2.0	CS	
1st November 2024	3.0	CS	
1st January 2025	4.0	CS	Change of service provider.

Port Detail	Tees and Hartlepool
Harbour Master	Captain Paul Brooks
Address	Harbour Master's Office Ferry Road Middlesbrough TS2 1PL
Telephone	01642 277205/6
E-mail	harbourmaster@pdports.co.uk
Port Website	www.pdports.co.uk
Port Waste Management Plan Web link	www.pdports.co.uk/marine-information/port-information/

This plan must be submitted to the MCA for approval and must be reviewed by the MCA every three years or with every significant change.

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1.Environmental & Energy Policy Statement

PD Ports is an established ports and logistics business offering marine and port operations, warehousing, transport, forwarding and chartering throughout the UK. We recognise environmental protection and improved energy performance as key components of sound business performance.

We will ensure availability of information and necessary resources to:-

- Maintain our certification to ISO 14001 and ISO 50001 and operate as a minimum in compliance with all relevant legal requirements applicable to our business.
- Incorporate environmental issues and energy considerations into our decision-making and operations, including in design purchasing activities.
- Train, educate and inform our employees about environmental issues that may affect their work and promote environmental and energy awareness to all those working on our sites.
- Ensure there are adequately trained personnel and suitable equipment available to respond immediately to any environmental / pollution incident and to regularly exercise contingency plans.
- Promote efficient use of resources and reduction of waste throughout our operations including electricity, fuel, raw materials, water and other resources, particularly those that are non-renewable, thereby reducing our carbon footprint.
- Work with our customers and suppliers to assess opportunities for the use of renewable and alternative energy sources.
- When dealing with any substances especially hazardous substances take all reasonable steps to prevent pollution during handling, transportation, storage and disposal, including developing procedures for dealing with emergencies and spill response in consultation with our neighbours and tenants as appropriate.
- To plan for changing environmental conditions through, amongst other measures, the development of a Climate Change Mitigation and Adaption Plan.
- Minimise the impact of our activities on the local community and communicate proactively on the environment with interested parties, including customers, tenants, local residents and public authorities.
- Minimise our impact on the ecology and the surrounding environment through the terrestrial and marine planning process. Undertake and regulate marine movements to minimise the impact on the surrounding environment and on other stakeholders.
- Strive to continually improve our environmental and energy performance by setting and periodically reviewing our environmental objectives and energy targets in the light of new legislation and future plans.

Current PD Ports Group Environmental & Energy Policy statement can be located on the PD Ports Website (www.pdports.co.uk/marine-information/port-marine-safety-code/)

2. Assessment

Assessment of the need for waste reception facilities.

An initial assessment of the need of ships normally visiting the port was carried out in 2005 prior to implementation of the current waste barge system. Waste quantities and any reported inadequacies of port waste reception facilities are monitored to ensure that the service continues to provide the necessary capacity.

Each port must ensure the provision of facilities that can receive the types and quantities of ship-generated waste to meet the needs of ships normally using the port, without causing undue delay to the ships. When making the assessment of the need for waste reception facilities, consideration has been given to the maximum amount of prescribed wastes which might theoretically be received for the review period of this plan.

The following table shows the categorised waste received during the period 2021 to 2023 for MARPOL Annex III, Annex V.

SVITZER (TEES/HARTLEPOOL) WASTE STREAM DATA 2021-2023				SVITZER			
Re-Use	2021	2022	2023				
Wooden Pallets	0.0	0.0	23.0				
Total (Tonnes)	0.0	0.0	23.0				
Recycle	2021	2022	2023				
Mixed Recyclables	0.2	0.5	12.7				
Wood	5.3	10.3	9.1				
Scrap Metal	0.0	9.5	20.9				
Used Cooking Oil	0.7	0.8	1.6				
Bulk Waste (Non-Haz)	0.0	3.8	6.1				
Flo Tubes	0.15	0.15	0.29				
Glass	0.0	1.1	1.3				
Total	6.3	26.2	52.0				
Single Items (Recycle)	2021	2022	2023	Total			
WEEE (Haz - Refrigerants)	12	5	4	21			
Batteries (Non Haz)	0	0	0	0			
Batteries (Haz)	0	0	0	0			
TV, Large	0	0	0	0			
TV, Small	0	0	0	0			
Washing Machine, Large	1	0	1	2			
Washing Machine, Small	0	0	0	0			
Microwave	0	0	1	1			
Paint Materials (800 Ltr Chemsafe)	9	3	14	26			
Total	22	8	20				
Recover	2021	2022	2023				
General Waste	50.8	64.0	100.5				
CAT 1 (Incl ICW)	38.9	93.1	104.1				
Total (Tonnes)	89.7	157.2	204.6				
Single Items (Recover)	2021	2022	2023				
Oil Related Waste (Filters, Rags) Litres	19200	3200	4800				
Total	19200	3200	4800				

Total Waste Collected (Tonnes)	Re-use	%	Recycle	%	Recover	%
2021	0.0	0.0	6.3	7.5	89.7	19.9
2022	0.0	0.0	26.2	31.0	157.2	34.8
2023	23.0	4.1	52.0	61.6	204.6	45.3
Total	23.0		84.5		451.5	
Total 3 Yearly Waste	559.0	4.1		15.1		80.8

	Re-Use %	Recycle %	Recover %	Total Tonnes
2021	0	6.6	93.4	96.0
2022	0	14.3	85.7	183.4
2023	8.2	18.6	73.2	279.6

The following shows the categorised waste received during the period 2021 to 2023 for MARPOL Annex I, Annex II, Annex IV

Annex I waste collected:

- 2023 – Total 697.08 m³
- 2022 – Total 811.27 m³
- 2021 – Total 376.38 m³

Annex II waste collected:

- 2023 – 17.58m³
- 2022 – 24.08m³
- 2021 – 44.02m³

Annex IV waste collected:

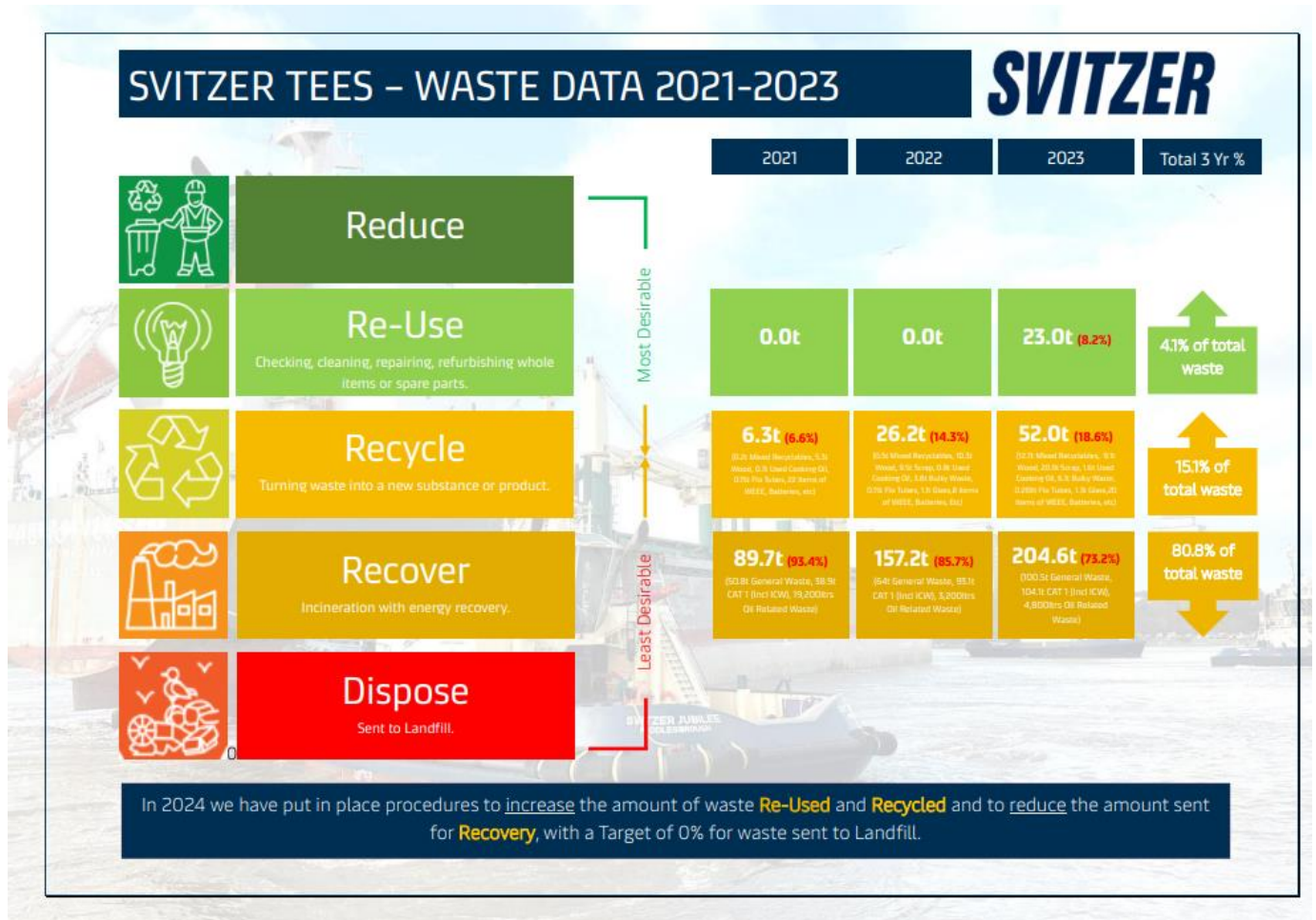
- 2023 – 150.02m³
- 2022 – 112.85m³
- 2021 – 406.23m³

Waste Hierarchy

The 'waste hierarchy' ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all, disposal.

The waste hierarchy is a tool providing guidance on the most favourable actions to extract the maximum practical usage whilst generating the minimum amount of waste

Find below how the Waste Hierarchy has been implemented locally by Svitzer Marine Limited, with waste stream data for the last 3 years.



From the implementation of this plan, the assessment / monitoring criteria will be expanded so that a more detailed assessment of the generated waste can be identified, and therefore the reception facilities adapted accordingly to meet the needs of the ships.

3. Consultation

Port waste is a standing agenda item at both the monthly Tees and Hartlepool Port Users' Association meeting and the Harbour Master's quarterly Ports Liaison Committee meetings. This updated plan is to be circulated to the members of these meetings and any responses are to be minuted and fed back to the Harbour Master for review of this plan.

Tees and Hartlepool Port Users' Association has members from most port agencies, terminal operators and service providers in the ports. The Ports Liaison Committee has members from major terminals, Institute of Chartered Shipbrokers, Harbour Office, pilots, boatmen and Svitzer (towage provider and port waste).

The above consultation process provides the opportunity to assess the effectiveness of the plan's operations and provides a forum to provide any comments or complaints, which will be fully considered, and any necessary remedial action taken.

4. Responsibilities

Harbour Master

The Harbour Master has overall responsibility for this plan and its operation, monitoring the service provided and responding to reports of inadequate facilities.

Ships' Agents

Ships' agents should be aware of the requirements of this plan and should pass a copy of the Tees and Hartlepool Port Waste Plan Guide to ships' Masters. They should ensure that CERS workbooks with waste notification tabs are completed correctly, accurately and submitted to Tees VTS. They should be aware of the waste charges and the categories which carry additional charges. Agents should contact Svitzer Marine to make arrangements for any waste categories not included in the current waste stream tariff.

Ships' Masters

Ships' Masters should be aware of the requirements of this plan. They should submit a CERS workbook, including the correctly completed waste tab, to Tees VTS via their agent. They should transfer ship's waste to the waste barge / alternative facilities in accordance with this plan. Any inadequacies of port reception facilities should be reported to Tees VTS. A failure to complete the CERS Workbook correctly and accurately could result in the waste not being collected or a delay to the vessel schedule.

5. Service Provider Details

Name	Svitzer Marine Limited
Address	Tees Wharf, Dockside Road, Middlesbrough, TS3 6AB
Telephone	03456081341
E-mail	GB-Tees.Tyne.OPS@svitzer.com
Website	www.svitzer.com
Waste Type	Annex III, Annex V

Name	Veolia ES (UK) LTD
Address	Veolia Industrial Site Services Billingham, 39 Royce Av, Billingham TS23 4BX
Telephone	0203 567 4800 Out of Hours 16:00 Friday – 07:00 Monday & Bank Holidays 0330 058 0126 Quote Membership No.11692601
E-mail	uk.veolia.isd-billingham.ext.groups@veolia.com
Website	https://www.veolia.co.uk/
Waste Type	Annex I, Annex II, Annex IV

6. Waste reception facilities

The Port has a duty to ensure that waste does not enter the marine environment due to lack of facilities.

In developing the port waste management plan consideration has been given to the type and capacity of the waste reception facilities which are appropriate to cater for the needs of ships using the port and the amounts of waste likely to be received in the port.

Svitzer Marine Limited

Svitzer Leven

Svitzer Leven is the principal waste reception facility adequate to meet the needs of ships normally using the harbour or terminal without causing undue delay to ships.

The vessel is a self-propelled, purpose designed waste barge. Svitzer Leven is a twin screw, pontoon style, shallow draft work vessel. She measures 20.45m in length overall with a breadth (moulded) of 7.50m, a depth of 2.00m and draft (aft) of 1.4m. Construction and outfitting complies with the MCA Workboat Code of Practice. The bow is well fendered to enable the vessel to lie alongside a ship, bow first, using the engines to keep station while waste skips are taken onboard.

With the exception of a small superstructure and wheelhouse on the portside aft, along with a deck crane, the large clear deck space is used to accept about a dozen waste 'skips' and a quantity of pallets, capable of receiving the types and quantities of prescribed wastes from ships which normal use the Harbour and Terminals. In addition, the vessel is equipped with one electrically powered compactor and a 'drum crusher' to deal with the various types of waste once it has been sorted.

Svitzer Leven is equipped with a hydraulically operated, knuckle-boom crane, located forward of the superstructure. The crane is rated at 7½ tonnes and is equipped with a four-extension telescopic jib, giving it a maximum reach of 11.8m. Hydraulic power for the crane is supplied by an electrically driven powerpack located below deck. The crane must be capable of lifting waste skips on and off ships, moving waste around on deck and putting it ashore.

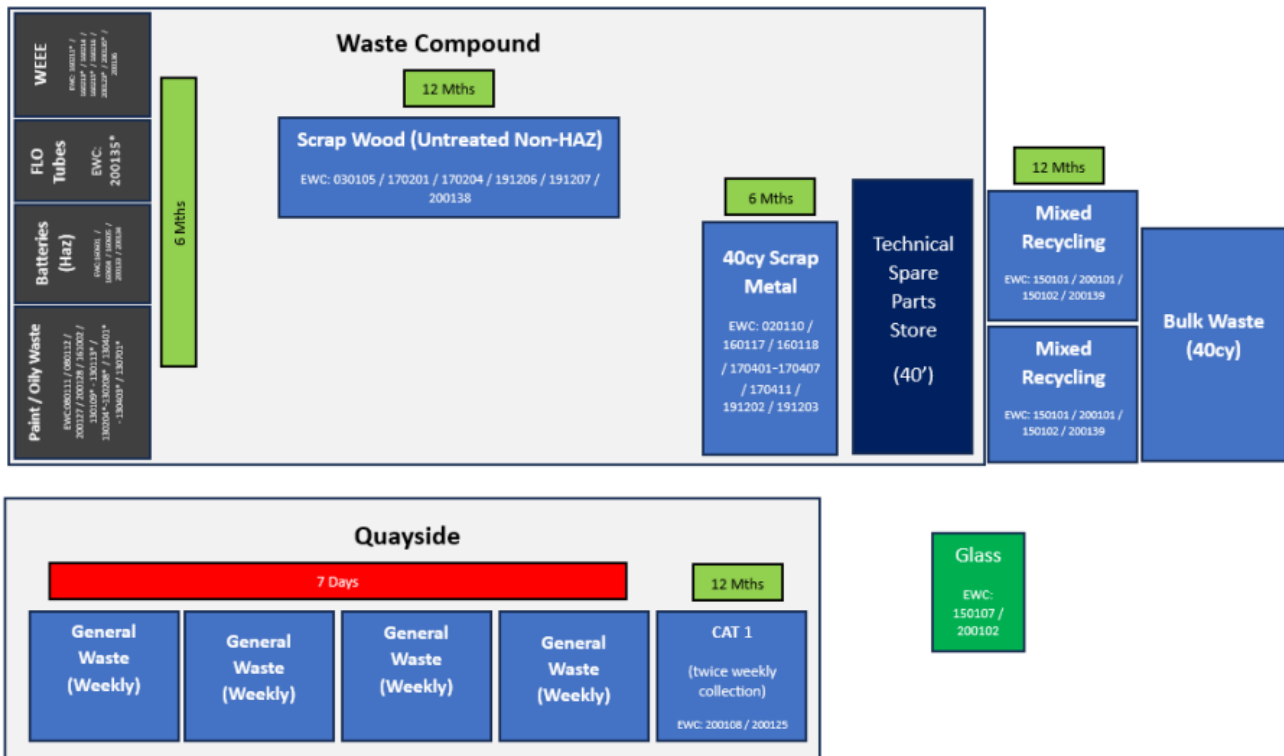
Once waste materials have been taken onboard, the contents of the skips are sorted by the crew and segregated, including recyclable products such as cardboard, timber, paper and metal drums. This process allows non-recyclable waste to be disposed of ashore, and the remaining products recycled, ensuring the waste hierarchy is followed.

Dedicated tanks are provided for 6,500 litres of fuel oil, 1000 litres of fresh water and 1000 litres of black water. There is an on board oil pollution first response kit.

If for whatever reason the Svitzer Leven is not available to carry out its function as the principal facility for reception of port waste, Svitzer Marine will provide a suitable substitute which has been approved by the Port Authority.

Svitzer Wharf Waste Reception

Svitzer have a dedicated waste landing site at their wharf. Here waste skips are landed ashore and the waste is processed and stored ready for collection and onward delivery.



Hartlepool

Svitzer Leven is the principal waste reception facility for Hartlepool Dock, as a contingency and to provide resilience to our waste reception facilities eight waste receptacles are provided in Hartlepool Dock by Svitzer Marine, the default storage location is the West End of the Deepwater Quay

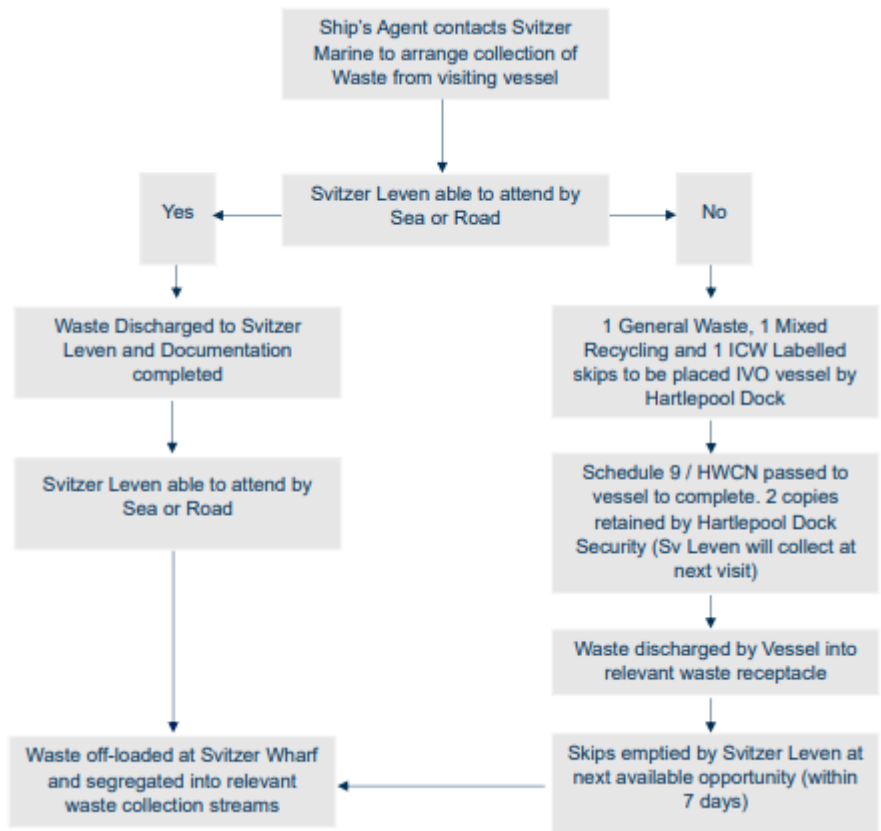
If the Svitzer Leven is unable to attend (due to weather or sea state), Hartlepool Dock relocate 3 waste receptacles (1 General Waste, 1 Mixed Recycling and 1 ICW) to a convenient location for the vessel, in a position which does not hinder the port operations, and to minimise risk of waste entering the water.

The waste receptacles are clearly marked with the allowed waste streams.

The process to follow for discharge of waste, if Svitzer Leven is unavailable is as follows:

Once the vessel has completed the waste operations the skips will be returned to the default storage location for collection by Svitzer Marine.

Svitzer Marine will ensure regular communications with Hartlepool Dock are maintained to confirm the status of the waste receptacles and collection.



Eight lockable skips will be labelled as illustrated below:



Two Skips for general, non-recyclable, non-hazardous waste.



Two Skips for Food waste only. Must be double black bagged.



Two Skips for Paper, Cardboard, Plastic packaging. Must be in clear plastic bags.



One Wheelie Bin for Glass.



One Wheelie Bin for Ship's Incinerator Ash.

If Svitzer Leven unable to attend the vessel direct, the following Waste Streams **cannot** be landed into the receptacles:

- Waste Electrical & Electronic Equipment (WEEE)
- Scrap Metal
- Wood (incl Pallets)
- Mattresses
- Rope
- Tyres
- Fluorescent Tubes
- Used Cooking Oil

Delivery of ship sourced food waste

There are significant controls placed upon the delivery of ship sourced food waste to UK ports. Food wastes are classified as ship-generated wastes and therefore adequate facilities should be provided as part of the port/terminal waste management plan. However, this waste is also controlled through the Animal Health By products Regulations (EU 142/2011) as amended, and its implementation in the UK.

Catering waste, including cooking oils is deemed as category one waste (International Catering Waste (ICW)), under the EC Animal By-products Regulation 2009 and thus has a number of disposal and handling requirements placed upon it. Waste handling facilities provided by Svitzer have been amended to satisfy these additional requirements. Food waste is collected by the Svitzer Leven and discharged ashore at the Svitzer Wharf at regular intervals and disposed of by incineration.

Delivery of dunnage and wood packing material (WPM)

There is a risk that imported WPM and loose dunnage associated with all kinds of goods could be the means of introducing a wide range of forestry pest and diseases into the UK.

There are controls placed upon the delivery of wood packaging material and loose dunnage. If these wastes are sourced from outside the EU (and Portugal), they must be compliant with ISPM15 (International Standards for Phytosanitary Measures No.15). Plywood and other reconstituted wood products are not included.

The Plant Health (Forestry) Order 2005 article 12 lays down the minimum facilities which must be provided by ports to meet the requirements of the Order and allows Plant Health officers to carry out inspection.

If any dunnage does not meet UK landing requirements the plant health inspector can serve a statutory notice on the Master / Shipping agent to dispose of the non-compliant material in a secure manner.

Incinerator Ash

Incinerator ash must be segregated separately from other waste streams, double black bagged and declared within the CERS notification. Incinerator ash will be treated in the same manner as category one catering waste.

Veolia ES (UK) Ltd

Veolia is one of the world's leading providers of environmental solutions, offering comprehensive waste management services across the UK. With a robust infrastructure and cutting-edge technologies, Veolia specializes in hazardous and non-hazardous waste collection, transportation, treatment, and recovery. Veolia focuses on sustainability, ensuring compliance with environmental regulations while minimizing waste through recycling and resource recovery. Veolia can provide waste reception facilities for the following waste streams: -

- **Annex I**
 - Oily bilge water
 - Oily residues
 - Oily tank washing (Slops)
 - Dirty ballast water
 - Scale and sludge from tanker cleaning

- **Annex II**
 - Chemical / NLS

- **Annex IV**
 - Sewage

Service Model

Veolia operates a fully road-based collection service utilizing advanced tankers equipped with:

- Flexible hoses (minimum 30 meters)
- Specialized adapters and equipment for diverse ship waste streams
- Robust safety and spill prevention systems

Operational Details

- Waste is collected directly at port terminals and transported to a licensed treatment facilities for processing.
- Seamless integration with the PCS (Port Community System) ensures efficient notification and scheduling.
- A focus on sustainable waste management practices ensures compliance with MARPOL regulations and other environmental standards.

7. Waste collection procedures

Notification

WASTE												Form Status: Valid		
Vessel identification				Location at form completion										
IMO number Ship name Call sign MMSI number Flag state				Port LOCODE Port name Latitude / Longitude Location										
Waste overview				Voyage information										
Last port delivered LOCODE Last port delivered name Last port delivered date Waste delivery status				Select last port Last port name Last port LOCODE ETD from last port								Select next port Next port name Next port LOCODE ETA next port		
Note: Has the ship visited a port outside the European Economic Area in its last 10 port calls? If so, the food waste is treated as International Catering Waste.														
Waste items														
Waste item No	Waste category	Waste type	Waste type code	Waste type description	Waste to be delivered	Unit	Waste capacity	Unit	Waste retained	Unit	Remaining waste delivery port LOCODE	Port name	Estimated waste creation	Unit
1	Waste_oils	Oily Bilge Water	1200		0.000	M3	15.650	M3	6.500	M3	SESTE		0.100	M3
2	Waste_oils	Oily Residues (Sludge)	1100		0.000	M3	14.010	M3	7.000	M3	SESTE		0.100	M3
3	Waste_oils	Other - please specify [1300]	1300	Dirty Oil	0.000	M3	19.380	M3	3.700	M3	SESTE		0.100	M3
4	Garbage	Food waste	2100		0.400	M3	0.700	M3	0.000	M3	GBTEE		0.100	M3
5	Garbage	Plastic (except cargo)	2200		0.400	M3	1.500	M3	0.000	M3	GBTEE		0.100	M3
6	Garbage	Other - please specify [2300]	2300	Domestic waste	0.600	M3	3.200	M3	0.000	M3	GBTEE		0.100	M3
7			#/A			M3		M3		M3				M3
8			#/A			M3		M3		M3				M3
9	Waste category		#/A			M3		M3		M3				M3
10	The general category of the waste		#/A			M3		M3		M3				M3
11	to be delivered		#/A			M3		M3		M3				M3

1) This information may be used for port state control and other inspection purposes.
 2) EEA 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 Directive 2006/59/EC.

1) Sewage may be discharged at sea in accordance with Regulation 11 of Annex IV of Marpol 73/78. The corresponding boxes do not need to be completed if it is the intention to make an authorised discharge at sea.
 2) Cargo residues may be estimates.
 3) By submitting this form 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 at which waste will be delivered.

Ships must notify details of the waste they intend to deliver to Tees VTS prior to arrival via the waste tab of a CERS Workbook. The ship's agent will generally pass on this information on behalf of the Master. This notification must be submitted 24 hours before arriving, or as soon as possible if the destination is unknown 24 hours before, or on leaving the previous port if the voyage will take less than 24 hours. In all should cases an estimation of waste generated during the final part of the voyage should be made.

Tees VTS will ensure the notification is uploaded to CERS. The Workbook should only be submitted when the status of the Waste tab is 'Valid' and the waste delivery status verifies the waste is to be landed. Tees VTS will make a copy of the CERS Workbook waste tab available to the relevant port waste service provider via the Port Community System (PCS) so they can organise and allocate resource accordingly.

As a contingency to the PCS, the Shipping Reports on the PD Ports website also denotes the intention of a vessel to discharge waste at the Ports of Tees and Hartlepool.

Agents should contact Svitzer Marine to make arrangements for any waste categories not included in the waste stream cost tariff (see section 8) or to arrange for waste stream collection by Veolia.

Master's must keep a copy of the CERS notification on board until at least the next port of call and must produce it on request by the MCA.

Some ships maybe exempt from the need to notify waste on board, pay charges and deliver waste. These exemptions will normally be considered for ships on scheduled routes with frequent and regular port calls. If this is the case the MCA will confirm such exemptions and issue a certificate. If a ship is exempt the agent must ensure as part of the notification Tees VTS are informed, and the certificate is promulgated in advance of the port call.

Ships which have notified waste on board may be allowed to sail to their next port of call without delivering their waste provided they have sufficient dedicated storage capacity for the existing waste and for any waste generated during the voyage.

Notification information must demonstrate that the ship has sufficient storage capacity and that the proposed destination port has adequate reception facilities. Where there is any cause for concern that the destination port has inadequate facilities, the destination port is unknown or the ship does not have sufficient storage capacity and could pollute during her next journey, then Tees VTS must ensure the MCA is informed.

The information that ships must supply to harbours/terminals is set in the Schedule of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016 (which reflects the waste notification form set out in the original Directive and amendments found in Directive 2007/71/EC and the revised Annex in Directive 2015/2087).

It includes information on the type of waste to be delivered, dedicated storage capacity, amount to be retained on board, the harbour/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.

Collection

Waste Type Annex III & V – Svitzer Marine

Svitzer Leven generally operates from 07:00 to 19:00. The crew will plan their collection schedule based on waste notifications received and the expected vessel movements (to be taken from the shipping reports pages of PD Ports' website and / or the Port Community System).

Several chemical / oil / gas terminals (Navigator, Exolum, ConocoPhillips) do not permit the waste barge alongside vessels whilst they are working cargo, so collection from these vessels must be planned to take place either before or after cargo operations.

In cases where collection will not be possible during Svitzer Leven's normal service period, the ship's agent should notify Svitzer Marine in advance. Alternative arrangements can be made (e.g. a skip can be placed on the quay before the ship arrives and collected after departure or the service period can be extended).

During periods when Svitzer Leven is out of service (planned maintenance or unplanned), Svitzer Marine will make arrangements for land-based collection of waste.

Collection of Dry Waste

The procedure for collecting dry waste is as follows:

- Following notification from vessels detailing:
 - Waste Type
 - Waste Quantity to be discharged.
- Svitzer Marine will allocate enough waste receptacles (skips/cages) aboard the Waste Barge.
- The barge will travel to the waiting ship and contact the vessel via VHF. If VHF not available, the Waste Barge can be contacted via mobile: +44 7766 785446
- Once alongside the ship, the method of discharge will be established with the ship. These are:
 1. An empty Tonne Waste Bag or mini-skip is lifted onto the ship by the ship's crane or the Svitzer Leven's HIAB. The ship then takes the Tonne bag to the discharge area (on smaller ships this lifting may be carried out manually)
 2. The ship's crew will be instructed on the correct filling of Tonne Bags provided by Waste barge crew members.
 3. At no stage, will the safe working load of either or any lifting appliance be exceeded.
 4. The Waste Barge HIAB must be fitted with a suitable Automatic Safe Load Indicator (ASLI) which will undergo annual calibration. In addition to the automatic indicator a weight and radius chart will be on display within the cab of the HIAB to indicate to the operator the load weight/radius relationship.
 5. The HIAB & lifting gear will undergo annual certification and thorough examination.
 6. Where the ship's crane is to be used - The crew of the Waste Barge will assess the equipment prior to commencement of discharge. If, at any time, they are not assured of the suitability and adequacy of the lifting equipment, the Coxswain of the Barge may take the decision to cease operation until a suitable alternative can be found.
 7. The ship's crew will man the ship's crane and will be directed by the crew of the Waste Barge when lifting empty skips/cages or returning full ones.
 8. The maximum weight of the skip is not to exceed 5 tonnes at maximum reach.
 9. The weight measure will be established via a load cell device.
 10. Once the Tonne bag(s) is(are) on-board the ship they will be loaded by the ship's crew. At no time should a Tonne bag be overloaded.
 11. Hazardous materials, food waste, special waste will be loaded into separate containers and segregated.

12. Once loaded, the ship's crew shall ensure that no waste can fall from the loaded tonne bag, making sure that tonne bag is not over filled, prior to the lowering onto the deck of the Waste Barge under the supervision of the barge crew.
13. Once on-board the crew will trim the boat and detach the lifting tackle, making sure to avoid the hooks snagging on any part of the load or vessel whilst it is winched up o The crew will repeat this activity until the deck of the barge is full or all of the ships waste has been offloaded.
14. On completion of loading, the Waste Barge Coxswain will issue the appropriate waste transfer note to ship.
15. The Waste Barge will return to the designated waste collection point at Tees Wharf, where it will off load the skips/containers using the HIAB/Crane.
16. At this point the crew will collect any new data regarding future loads and will reload with empty containers for the next trip.

Recyclables

As of January 2021, Svitzer Marine - Tees successfully implemented a process to allow for materials landed to be recycled in accordance with applicable legislations. This resulted in a huge reduction in the waste taken to Landfill.

To enable this service to be provided vessels must follow the below process to ensure items can be recycled:

Any items that are not contaminated by Galley Waste which can be recycled should be segregated prior to Waste Barge attendance:

- Mixed Recyclable (paper, cardboard, etc) waste must be bagged in CLEAR PLASTIC bags that can be sight inspected.
- Waste that either cannot be recycled or may be contaminated by Galley waste is to be segregated and bagged in BLACK REFUSE SACKS

If vessels do not have access to clear plastic bags these can be provided to vessels via a request to the Agent

Packaging items have symbols on them, these indicate whether an item can be recycled. See below examples of packaging symbols:

Packaging symbols explained

	The 'Mobius Loop' shows it can be recycled		Widely recycled by 75% or more of Local Authorities (LAs)
	Not collected by all LAs so check locally		Indicates packaging is recycled by less than 20% of LAs
	Product is made from recyclable aluminium		Recyclable glass. Remember to separate colours
	The number indicates the resin code for the type of plastic used		Wood-based products from forests that are well managed
	Producer contributes to a packaging recovery scheme		Reminder to be tidy and dispose of an item appropriately

Svitzer Leven has the capabilities to collect and transfer the following waste streams as illustrated below.

Waste Stream Collection Guide **SVITZER**

	General Waste (Bagged)			Medical Waste	
	Catering / Food Waste (Double Bagged)			Oil contaminated Rags (Double Bagged)	
	Paper/Cardboard (Clear Bags)			Used Oil Filters / Used Air Filters	
	Plastic/Plastic Packaging (Clear Bags)			Glass / Bottles	
	Lithium & Alkaline Batteries			Lead Acid & Ni-Cad Batteries	
	Pyrotechnic Waste ** (Incl Fire Extinguishers)			Empty Oil / Chemical Drums (20SL / 5L) & Empty IBCs	
	Mattresses			Furniture (Chairs, Sofas etc)**	
	Treated Wood			Untreated Wood (Pallets/Crates)	
	Part Full Paint Tins (25L/5L) Empty Paint Tins (25L/5L)			Used Cooking oil (5L containers)	
	Waste Electrical and Electronic Equipment (WEEE)			Disposable Vapes (Bagged)	
	Ink Cartridges			Fluorescent Tubes	
	Rope / Wire Coils			Water/Hydraulic Hoses	

** If intending to discharge any of these waste streams, please contact Svitzer Leven (444 7766 785446) at least 48hrs prior to collection. Vessels/Agents will be notified of cost prior to collection.

Waste Items Un-acceptable for Landing to the Waste Barge

The following items are deemed un-acceptable to land to the Svitzer Marine Waste Barge:

- Radioactive Waste
- Asbestos
- Pressurised Containers
- Gas cylinders
- Aerosols
- Medical Waste
- Pyrotechnics

Waste Type Annex I,II & IV – Veolia ES (UK) Ltd

Veolia ES UK provides a fully road-based waste collection service for Annex I (oily bilge water, oily residues, slops, dirty ballast water, and sludge), Annex II (chemical waste / NLS), and Annex IV (sewage) waste streams. This service ensures efficient and compliant waste management tailored to the needs of vessels calling at PD Ports.

Standard Service Model

- **Road Tanker Collection:**
 - Veolia employs specialized road tankers equipped with flexible hoses, spill-prevention systems, and advanced safety features.
 - Waste collection requests are coordinated through the PCS (Port Community System), allowing for seamless scheduling and efficient communication.

Bespoke Service Requests

- Veolia offers flexibility to accommodate bespoke service requests directly from agents or vessel operators.
- Adjustments can be made for waste types requiring specific handling or immediate collection needs.

Processing & transfer

Waste Type Annex III & V – Svitzer Marine will segregate landed waste at their wharf and store temporarily on site. The nominated waste recycling and recovery contractor regularly collects the waste for onward waste processing site.

Waste Type Annex I,II & IV – Veolia ES (UK) Ltd

Collected waste is transported directly to a licensed treatment and recovery facilities, minimizing environmental impact and ensuring compliance.

Documentation

The Harbour Master will keep copies of the CERS workbook for a minimum of 6 months, and annual waste stream figures for a minimum of 3 years.

Svitzer Marine and Veolia ES (UK) Ltd will provide a waste collection note (Duty of Care – Waste Transfer Note) to every ship discharging waste. This note lists the categories and quantities of waste received – signed copies are passed back to the Svitzer Leven / Veolia ES (UK) Ltd. For any Hazardous waste collected, a Hazardous Consignment Note will be provided to the ship, with signed copies passed back to the waste collector.

A copy of the waste collection notes will be uploaded by the waste contractor within PCS against the vessel visit. This will allow the opportunity to compare the declared waste to be landed against the actual collected.

The nominated waste recycling and recovery contractor provides Svitzer Marine with waste transfer notes for all waste collected, an overview of the amount of the waste recycled and provides an annual summary report of all waste received. This will be promulgated to the Harbour Master.

To enable the Harbour Master to verify that the waste oil collection service is being operated in accordance with the agreed parameters, Veolia ES (UK) Ltd will provide monthly schedule of bookings and volumes of waste collected from ships during the proceeding reporting period.

8. Charging

A mandatory port waste charge applies to all vessels over 24m LOA visiting the port, other than those in possession of an exemption certificate issued by MCA, according to the following table (2025 schedule of conservancy charges). All charges are subject to annual review.

Vessel Gross Tonnage	Fee	Volume of Waste included in the Fee
0 - 1,000	£60.19	1.0 m ³
1,001 - 4,000	£119.22	2.0 m ³
4,000 +	£179.43	3.0 m ³

Please note separate charges apply for amounts of waste in excess of the stated limits and for ship generated waste that is not classified as galley waste

The waste removal service will be subject to the terms and conditions of the contractor or contractors (the "Waste Transfer Contractor") authorised by PD Teesport Limited from time to time to provide such service. Copies of any applicable terms and conditions are available on request. Masters or their agents shall ensure completion of the CERS workbook for any waste discharged.

All costs are subject to change annually, or in the event of legislative changes. The anniversary date for these changes is 1st January. Any changes will be notified prior to the changes being made.

For reference the current dues and charges relating to Port Waste Management can be found on the PD Ports Website (www.pdports.co.uk/marine-information/dues-and-charges).

For waste categories which are not detailed in the published tariff, given notice, Svitzer Marine Limited and/or Veolia ES (UK) Ltd may be able to obtain a disposal route.

Veolia ES (UK) Additionally, a "Wasted Journey Charge" may apply in instances where a service request is cancelled without sufficient notice due to changes in vessel collection requirements. This charge will be calculated at 50% of the transport lift cost and is subject to compliance with applicable government guidelines.

9. Inadequacies of waste reception facilities

Procedures for reporting alleged inadequacies of port reception facilities

The Master of a UK or foreign flagged ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of Tees VTS immediately.

If the problem is not resolved at the time to the Masters satisfaction, then:

UK flagged ships: the form at Annex D of MGN 563 should be completed by the Master, ship-owner or agent and emailed to the MCA at the following address:

PWR Inadequacies,
Environmental Policy Branch,
Maritime and Coastguard Agency,
Spring Place,
105 Commercial Road,
Southampton, SO15 1EG.

E-mail: environment@mcga.gov.uk

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

Ship non-compliance

When a ship has not complied with the need to notify and/or offload waste Tees VTS should inform the nearest MCA Marine Office and submit an infringement report via the CERS web site.

10. Legislation

Directive 2000/59/EC of the European Parliament and of the Council on port reception facilities for ship-generated waste and cargo residues.

Directive 2000/59/EC is implemented in the UK through:

- the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 (SI 2003/No: 1809)
- the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2009
- the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016

These Regulations are referred to in MGN 563 as “the 2003 Regulations as amended”. Directive 2007/71/EC is also implemented by the 2003 Regulations as amended.

- the Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008, as amended
- MGN 563 Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendment

The regulations set out the requirements for every harbour authority and terminal operator for the provision of waste reception facilities, the requirements of Waste Management Plan, processes to follow in implementation of such plans, and the delivery & disposal of ships generated waste

Under these regulations every harbour authority and terminal operator is required to: Provide waste reception facilities which are adequate to meet the needs to the ships calling at the harbour or terminal in question, this must be without causing undue delay to vessels. Produce Waste Management plans detailing the provisions made and submit them to the Secretary of State for Transport for approval

Impose mandatory charges to visiting vessels to cover the costs of waste reception facilities for ships-generated waste

MARPOL Regulations

The International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78, MARPOL is short for maritime pollution and 73/78 short for the years 1973 and 1978) is one of the most important international marine environmental conventions. It was developed by the International Maritime Organization to minimize pollution of the oceans and seas, including dumping, oil and air pollution. The objective of this convention is to preserve the marine environment to completely eliminate pollution by oil and other harmful substances and to minimize accidental spillage of such substances.

All ships flagged under countries that are signatories to MARPOL are subject to its requirements, regardless of where they sail, and member nations are responsible for vessels registered on their national ship registry.

MARPOL is divided into Annexes according to various categories of pollutants, each of which deals with the regulation of a particular group of ship emissions.

Annex	Title
Annex I	Regulations for the Prevention of Pollution by Oil (entered into force 2 October 1983) (Revised Annex I entered into force 1 January 2007)
Annex II	Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk (entered into force 6 April 1987) (Revised Annex II entered into force 1 January 2007)
Annex III	Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form (entered into force 1 July 1992)
Annex IV	Prevention of Pollution by Sewage from Ships (entered into force 27 September 2003). In July 2011, IMO adopted the most recent amendments to MARPOL Annex IV which entered into force on 1 January 2013. The amendments introduce the Baltic Sea as a special area under Annex IV and add new discharge requirements for passenger ships while in a special area
Annex V	Prevention of Pollution by Garbage from Ships (entered into force 31 December 1988). In July 2011, IMO adopted extensive amendments to Annex V which entered into force on 1 January 2013. The revised Annex V prohibits the discharge of all garbage into the sea, except as provided otherwise, under specific circumstances
Annex VI	Prevention of Air Pollution from Ships (entered into force 19 May 2005). In 2011, after extensive work and debate, IMO adopted groundbreaking mandatory technical and operational energy efficiency measures which will significantly reduce the amount of greenhouse gas emissions from ships; these measures were included in Annex VI and entered into force on 1 January 2013.

Environmental Protection Act - Duty of Care

The Environmental Protection Act 1990 (initialism: EPA) is an Act of the Parliament of the United Kingdom that as of 2008 defines, within England and Wales and Scotland, the fundamental structure and authority for waste management and control of emissions into the environment.

The Act implements the European Union Waste Framework Directive in England and Wales and Scotland.

The Act was intended to strengthen pollution controls and support enforcement with heavier penalties. Before the Act there had been separate environmental regulation of air, water and land pollution and the Act brought in an integrated scheme that would seek the 'best practicable environmental option'. There was previously no uniform system of licensing or public right of access to information. The split of the Nature Conservancy Council (NCC) into English, Welsh and Scottish bodies was controversial. Purportedly forced on Secretary of State Chris Patten by Secretary of State for Scotland Malcolm Rifkind and forestry minister Lord Sanderson, some saw it as 'punishment' for the vigorous opposition the NCC had mounted to afforestation in the Flow Country.

Animal By-Products Regulations (ABP)

The Animal By-Products (Enforcement) (England) Regulations 2013 apply and enforce Regulation (EC) 1069/2009 and Regulation (EC) 142/2011.

Together, they provide:

- the definition of ABP
- categories for ABP, (categories 1, 2 and 3)
- permitted options for disposal or future use of ABP
- the staining of ABP
- the storage and labelling of ABP
- the restriction of the movement of ABP which requires staining
- the service of legal notices for the disposal of ABP or for cleaning and disinfection of vehicles, containers or establishments.

The Landfill (England & Wales) Regulations 2002

The Landfill (England and Wales) Regulations 2002 were made on 13 June 2002 and came into force on 15 June (except for regulation 19(1), which comes into force on 31 August 2002 and deals with an amendment to the Environmental Protection (Duty of Care) Regulations 1991). The Regulations set out what landfill site operators must do to comply with the EC Landfill Directive (1999/31).

As from 16 July 2002, it will be an offence under the Regulations for landfill site operators to continue to operate sites except in accordance with the Regulations, unless by that date the site operator has submitted a site conditioning plan, setting out details of the landfill site and what corrective measures will be undertaken to comply with the Regulations.

Hazardous Waste Regulations 2005

Hazardous waste is defined in the European Waste Catalogue and the List of Wastes (England) Regulations 2005. Items which were not previously considered as hazardous waste have now been included in the catalogue. These include:

- paints, inks and resins
- oil filters
- fluorescent tubes
- contaminated packaging residues
- detergents containing hazardous substances
- batteries and discarded electrical equipment, such as TVs and computer monitors, fridges and freezers

From 2005, changes have been made to the way in which hazardous waste is disposed of. Firstly, hazardous waste must be pre-treated before it can be landfilled. Furthermore, standards known as the Waste Acceptance Criteria have been introduced to control the type of waste that can be landfilled. An earlier 2004 ban also prohibits the co-disposal of hazardous waste with non-hazardous waste in landfills. These measures have significantly reduced the amount of hazardous waste going to landfill.

Annex I

Tees and Hartlepool Port Waste Guide 2025

TEES AND HARTLEPOOL PORT WASTE GUIDE 2025



Notification

- The ship's master must notify Tees VTS details of the waste they intend to deliver prior to arrival via the waste tab of a CERS Workbook. The ship's agent will generally pass on this information on behalf of the Master. This notification shall be notified at least 24 hours prior to arrival (when the voyage is less than 24 hours or the destination unknown, notification shall be on departure or as soon as possible after the destination is known). CERS workbooks can be downloaded from <https://www.gov.uk/government/publications/the-cers-workbook>
- Agents should contact Svitzer Marine to make arrangements for any waste categories not included in the waste stream cost tariff) or to arrange for waste stream collection by Veolia ES (UK) Ltd

Waste reception facilities

General waste – Tees and Hartlepool

- The waste barge Svitzer Leven operates daily from 07:00 to 19:00 and collects waste from vessels berthed in the Tees and Hartlepool
- Mixed Recyclable (paper, cardboard, etc) waste must be bagged in CLEAR PLASTIC bags that can be sight inspected.
- Waste that either cannot be recycled or may be contaminated by Galley waste is to be segregated and bagged in BLACK REFUSE SACKS

Waste oil

- Waste oil Tankers can collect waste oils and bilge water – prior arrangement by ship's agent required.

Annex I, Annex II and Annex IV Waste Streams

- Ship's agent should make arrangements for discharge of tank washings, chemical waste and sewage directly with Veolia ES (UK) Ltd

Charging

A mandatory port waste charge applies to all vessels over 24m LOA visiting the port, other than those in possession of an exemption certificate issued by MCA, according to the

following table (2025 schedule of conservancy charges). All charges are subject to annual review.

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Please note separate charges apply for amounts of waste in excess of the stated limits and for ship generated waste that is not classified as galley waste

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Environmental Policy Branch,
Maritime and Coastguard Agency,
Spring Place,
105 Commercial Road,
Southampton, SO15 1EG.
E-mail: environment@mcga.gov.uk

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