



S.I. 2025 No. 25

**MERCHANT SHIPPING (PORT WASTE RECEPTION FACILITIES)  
REGULATIONS, 2025**

*Arrangement of Regulations*

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## Merchant Shipping Act

(Act 2024–28)

**MERCHANT SHIPPING (PORT WASTE RECEPTION FACILITIES)  
REGULATIONS, 2025**

The Minister, in exercise of the powers conferred on him by section 1476, of the *Merchant Shipping Act*, makes the following Regulations:

## PART I

## PRELIMINARY

**Citation**

1. These Regulations may be cited as the *Merchant Shipping (Port Waste Reception Facilities) Regulations, 2025*.

**Definitions**

2.(1) In these Regulations,

“Act” means the *Merchant Shipping Act, 2024* (Act 2024-28);

“Administration” means the Barbados Maritime Transport Administration;

“Authority” means the Barbados Port Inc., a body corporate established under the *Companies Act*, Cap. 308 of Barbados;

“cargo-associated waste” means materials that have become waste as a result of use on board a ship for cargo stowage and handling, and includes dunnage, shoring, pallets, lining and packing materials, plywood, paper, cardboard, wire and steel strapping;

“cargo residues” means the remnants of cargo material on board in cargo holds or tanks that remain after unloading procedures and cleaning operations are completed, and includes excesses and spillage from loading or unloading;

“competent authority” means

- (a) in relation to Barbados, the Authority;
- (b) in relation to any other member state, the national maritime administration maintained by that state for the inspection of ships; and
- (c) in relation to a state other than a member state, an authority designated as such by that state;

“Convention” means the International Convention for the Prevention of Pollution from Ships 1973;

“cradle-to-cradle approach” means a strategy for waste management aimed at waste elimination by using processes that support waste recycling, waste reuse or waste repurposing, or other similar processes that generally lead to prevention of land-filling of waste or that otherwise prevent the final disposal of waste into the environment;

“crude oil” means a liquid hydrocarbon mixture occurring naturally in the earth, whether or not treated to render it suitable for transportation, and includes

- (a) crude oil from which certain distillate fractions may have been removed; and
- (b) crude oil to which certain distillate fractions may have been added;

“fishing vessel” means a ship equipped or used commercially for catching fish or other living resources of the sea;

“fuel oil” means an oil used as fuel in connection with the propulsion and auxiliary machinery of a ship;

“garbage” means victual, domestic and operational waste generated during the normal operation of a ship and liable to be disposed of continuously or periodically, but does not include fresh fish, parts of fish or sewage;

“inspector” means a person referred to in section 1057 of the Act;

“master” in relation to a hovercraft, includes the captain of the hovercraft;

“member state” means a state to which the Convention applies;

“merchant shipping notice” means a merchant shipping notice issued in accordance with the Act, and, in relation to a particular merchant shipping notice, includes a merchant shipping notice amending or replacing that notice;

“Minister” means the Minister responsible for Shipping;

“noxious liquid substance” means a substance listed as a Category X, Y, or Z substance under the International Convention for the Prevention of Marine Pollution from Ships, 1973, Annex II, and includes

- (a) residues other than cargo residues; and
- (b) any substance listed as such in a circular issued by the Marine Environment Protection Committee of the International Maritime Organization;

“oil” means petroleum in any form, including crude oil, fuel oil, sludge, oil refuse and refined products other than oil-like substances;

“oily mixture” means a mixture with oil content;

“operational waste” means all cargo-associated waste and maintenance waste;

“owner” in relation to a ship, includes the charterer, manager or operator of the ship;

“passenger” means a person carried in a ship other than

- (a) a person employed or engaged on board the ship in the business of the ship;
- (b) a person on board the ship pursuant to the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason

of any circumstances that the shipowner, ship agent or master could not have prevented; or

- (c) a child less than one year of age;

“prescribed wastes” means

- (a) cargo residues;
- (b) noxious liquid substances; or
- (c) ship-generated waste;

“recreational craft” means a ship of any type, regardless of the means of propulsion, that is intended for sports or leisure;

“sewage” means

- (a) drainage and other wastes from toilets and urinals;
- (b) drainage from medical premises, including a dispensary or sick bay, via wash basins, wash tubs and scuppers located in such premises;
- (c) drainage from spaces containing living animals; or
- (d) other waste waters mixed with drainage referred to in subparagraph (a), (b) or (c);

“ship” has the same meaning as in the Act; and

“ship-generated waste” means waste and residues that are generated during the service of a ship and that are garbage, sewage, oil or oily mixtures, but does not include cargo residues.

(2) Words and expressions used in these Regulations that are defined in the Act have the same meanings in these Regulations.

### **Purpose**

**3.** The purpose of these Regulations is to prevent, reduce and control pollution of the marine environment from vessels through the provision of adequate waste reception facilities, and to provide for related matters.



**Directions**

- 4.(1) A direction given under these Regulations shall be in writing.
- (2) A power under these Regulations to give a direction includes the power to vary or revoke the direction by a subsequent direction.

**Application**

- 5.(1) Except where expressly provided otherwise, these Regulations apply to the management of ship-generated and port-generated wastes within Barbados.
- (2) Subject to paragraphs (3) and (4), these Regulations apply to all ships calling at or operating within a harbour or terminal.
- (3) These Regulations do not apply to a warship, naval auxiliary ship or other ship owned or operated by a state that is being used only on governmental non-commercial service.
- (4) Regulations 13 and 15 do not apply to a ship that is
- (a) a fishing vessel; or
  - (b) a recreational craft authorized or designed to carry no more than 12 passengers.

**PART II****WASTE HANDLING AND MANAGEMENT****Duty to provide adequate waste reception facilities**

- 6.(1) The Authority and a terminal operator shall provide waste reception facilities adequate to meet the needs of ships normally using the harbour or terminal without causing undue delay to ships.

(2) In paragraph (1), "adequate" means capable of receiving the types and quantities of prescribed wastes from ships normally using the harbour or terminal, taking into account the operational needs of the users of the harbour or terminal, its size and geographical location, the types of ships calling there and any exemptions provided for under regulation 18.

(3) The Authority or a terminal operator may join with any other person in providing the waste reception facilities, and references in these Regulations to the provision of such facilities by the Authority or terminal operator shall be construed accordingly.

(4) Notwithstanding paragraph (1), the Authority, in consultation with the Ministries responsible for Health and Environment, may impose restrictions on the types of wastes the Authority will receive from ships and fishing vessels if it is incapable of treating a particular kind of waste, or for public health or local environmental protection purposes.

(5) Where such restrictions are imposed, the Authority shall advise ship agents and masters of the restrictions, to enable them to make alternative arrangements for the safe and environmentally sound management and disposal of the non-accepted waste.

### **Direction to provide adequate waste reception facilities**

**7.** Where it appears to the Authority that

- (a) a harbour or terminal has no waste reception facilities; or
- (b) if a harbour or terminal has such facilities, those facilities are not adequate within the meaning in regulation 6(2);

the Authority shall provide or ensure the provision of waste reception facilities for the categories of ship-generated wastes specified under the annexes to the Convention, as amended.

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**Waste management plans**

- 8.(1) Subject to paragraph (3), the Authority shall prepare a waste management plan with respect to the provision of waste reception facilities and their use by ships using the harbour and shall submit the plan to the Minister for approval.
- (2) The Minister may direct a terminal operator to
- (a) prepare a waste management plan with respect to the provision and use of waste reception facilities for any terminal operated by the terminal operator within a harbour and specified in the direction; and
  - (b) submit it to the Minister for approval.
- (3) Where the Minister gives a direction under paragraph (2), in preparing a waste management plan, the Authority for the harbour in which the terminal is situated is not required to deal with the provision and use of waste reception facilities for that terminal in a waste management plan prepared under paragraph (1).
- (4) In preparing a waste management plan, the Authority or a terminal operator shall consult
- (a) any persons who appear to the Authority or terminal operator to represent the interests of
    - (i) persons using the harbour or terminal; and
    - (ii) persons using the waste reception facilities at the harbour or terminal; and
  - (b) any other persons that the Authority or terminal operator thinks fit to consult.
- (5) A plan prepared under this regulation shall comply with the requirements in the *First Schedule*.

(6) The Authority may, in discharging its duty under paragraph (1) and where required for reasons of efficiency, join with one or more other harbour authorities to prepare a waste management plan with respect to the provision and use of waste reception facilities at the harbours in question.

(7) Where a plan is prepared under paragraph (6), the need for, and availability of, waste reception facilities shall be specified for each individual harbour.

**Time for submission of waste management plans**

**9.(1)** Subject to paragraph (2), the Authority or a terminal operator shall submit its first waste management plan to the Minister for approval in accordance with regulation 8(1) or (2)

- (a) within 3 years after the date on which these Regulations come into force; or
- (b) within 3 years after the date on which the Minister prepared such a plan for the harbour or terminal in question.

(2) For a new harbour or terminal to which a direction under regulation 8(2) applies, the Authority shall submit a waste management plan to the Minister for approval in accordance with regulation 8(1) or (2), as the case may be, within 9 months after the date on which the new harbour or terminal was opened.

(3) For the purpose of paragraph (2), "new", in relation to a harbour or terminal, means a facility that commences operations after the coming into force of these Regulations.

(4) The Authority shall submit subsequent waste management plans to the Minister for approval in accordance with regulation 8(1) within the sooner of

- (a) 9 months after any significant change to the operation of the harbour or terminal made since the most recent plan was approved by the Minister under regulation 10(1) or prepared by him under regulation 11; and

(b) 3 years after the most recent plan was approved by the Minister under regulation 10(1) or prepared by him under regulation 11.

(5) For the purpose of paragraph (4), "significant change" means a change so substantial that the first waste management plan of the Authority or terminal is incompatible with the change to the operation of the harbour or terminal, rendering the first waste management plan inappropriate or inadequate for waste management within the new operational concept of the Authority or terminal.

### **Approval and implementation of waste management plans**

**10.(1)** The Minister may

- (a) refuse a plan submitted in accordance with regulation 8; or
- (b) approve the plan with or without modifications.

(2) A plan that has been approved by the Minister under paragraph (1) or prepared by the Minister under regulation 11 shall be implemented by the Authority or the terminal operator for the harbour or terminal to which the plan relates.

### **Minister's power to prepare waste management plan**

**11.** The Minister may prepare a waste management plan, if he is satisfied that a person who is required to prepare a waste management plan is not taking any steps necessary in connection with the preparation of the plan.

### **Direction to implement a waste management plan**

**12.** The Minister may direct the Authority or a terminal operator to take specified steps for the purposes of securing the implementation of a waste management plan in respect of a harbour or terminal that has been approved by him under regulation 10(1) or prepared by him under regulation 11.

**Notification**

**13.(1)** The master of a ship bound for a harbour or terminal in Barbados shall complete a notice in the form set out in the *Second Schedule*.

(2) The notice shall be submitted through the Maritime Single Window, in accordance with the *Facilitation of International Maritime Traffic Act, 2024* (Act 2024-2).

(3) Subject to paragraph (4), a notice referred to in paragraph (1) shall be provided by the master to the Authority for the harbour or terminal in question

- (a) where it is known at which harbour or terminal the ship will be calling, at least 24 hours before the arrival of the ship;
- (b) if the harbour or terminal at which the ship will be calling is not known until less than 24 hours before the arrival of the ship at that harbour or terminal, as soon as possible after the harbour or terminal is known; or
- (c) where the duration of the voyage is less than 24 hours, at the latest, upon departure from the previous port.

(4) Where a waste management plan approved by the Minister under regulation 10(1) or prepared by him under regulation 11 specifies that, in relation to a specified terminal, the notice referred to in paragraph (1) is to be provided to the terminal operator rather than to the Authority, that notice shall be provided by the master to the terminal operator for the terminal in question

- (a) where it is known that the ship will be calling at the terminal, at least 24 hours before the arrival of the ship; or
- (b) where the duration of the voyage is less than 24 hours, at the latest, upon departure from the previous port.

(5) A copy of the notice referred to in paragraph (1) shall be retained on board the ship until at least the next port of call is reached.

(6) The master of a ship bound for a harbour or terminal in Barbados shall, if the previous port of call of the ship was a port in a member state, produce to the Barbados Coast Guard, immediately on request, a copy of the notice retained in accordance with paragraph (5).

(7) The master of a Barbados ship calling at a port of another member state shall, if the previous port of call of the ship was a port in a member state, produce to the competent authority, immediately on request, a copy of the notice retained in accordance with paragraph (5).

### **Ship-generated waste delivery**

**14.(1)** Subject to paragraph (2), the master of a ship calling at a harbour or terminal in Barbados shall ensure that, before the ship leaves the harbour or terminal, all ship-generated waste is delivered to a waste reception facility.

(2) A ship may proceed to the next port of call without delivering ship-generated waste if

- (a) the ship-generated waste in question is sewage, and the master of the ship is not required under regulation 13 to notify information about that waste; or
- (b) subject to paragraph (3), it follows from the information notified under regulation 13(2) or (3) that there is sufficient dedicated storage capacity on board the ship to hold all the ship-generated waste that has been accumulated and all the ship-generated waste that will be accumulated during the intended voyage of the ship to the port of delivery.

(3) Where

- (a) the Minister is not satisfied that there is sufficient dedicated storage capacity for all ship-generated waste that has accumulated and that will eventually accumulate during the intended voyage of a ship to the port of delivery;
- (b) there are good reasons to believe that adequate facilities are not available at the intended port of delivery; or

(c) the intended port of delivery is not known to the Minister;  
he may give a direction to the master or the owner of the ship requiring the ship-generated waste to be delivered before the ship leaves the harbour or terminal.

### **Ship-generated waste charges**

**15.(1)** Subject to paragraph (2), the Authority shall impose charges for waste in respect of ships.

(2) Where a waste management plan approved by the Minister under regulation 10(1) or prepared by him under regulation 11 specifies that in relation to a specified terminal, charges are to be made by the terminal operator rather than the Authority, the terminal operator shall impose such charges.

(3) The Authority or terminal operator shall arrange for the amount of the charges imposed by it, and the basis on which they have been calculated, to be published in a manner that will bring them to the notice of persons likely to be affected.

(4) A ship using a harbour or terminal shall pay the charges imposed under paragraph (1) or (2) to the Authority or terminal operator, as the case may be.

### **Amounts of ship-generated waste charges**

**16.(1)** Waste charges shall be imposed at a level that will

- (a) ensure that each ship makes a significant contribution to the costs of waste reception facilities for ship-generated waste in the harbour or terminal, including the costs of the treatment and disposal of waste; and
- (b) provide no incentive for ships to discharge ship-generated waste into the sea.

(2) In imposing waste charges for ships, the Authority or a terminal operator may take into account the category, type and size of the ship.



(3) The Authority or a terminal operator may impose lower waste charges for a ship the environmental management, design, equipment and operation of which are such that the master can demonstrate the ship produces reduced quantities of ship-generated waste.

### **Cost recovery system**

**17.** The cost recovery system for ship waste handling services may be implemented by

- (a) contract;
- (b) delivery costs included in port dues, a fixed fee or a combined fee, whether or not waste is segregated;
- (c) a direct fee, if waste is not segregated; or
- (d) any other cost recovery system.

### **Exemptions**

**18.(1)** The Minister, after consultation with the Administration, may grant an exemption from regulation 6 in respect of the Authority or a terminal operator to the extent that that regulation requires the Authority or terminal operator to provide waste reception facilities for noxious liquid substances.

(2) The Minister may grant an exemption from regulation 8 in respect of the Authority or a terminal operator to the extent that that regulation requires the Authority or terminal operator to prepare a waste management plan with respect to the provision of waste reception facilities for noxious liquid substances.

(3) The Minister may grant an exemption from regulations 13, 14 and 15 in respect of a ship if

- (a) the ship is engaged in scheduled traffic with frequent and regular port calls; and

- (b) there is sufficient evidence of an arrangement to ensure the delivery of ship-generated waste and payment of charges in a port along the ship's route.
- (4) Any exemption granted under this regulation shall be given in writing.
- (5) The Minister may, on giving notice, alter or cancel an exemption granted under this regulation.

### **Delivery of cargo residues**

- 19.(1)** The master of a ship calling at a harbour or terminal in Barbados shall ensure that cargo residues are delivered to a waste reception facility in accordance with the Convention.
- (2) Any charges made for such a delivery shall be payable by the user of the facility.

## **PART III**

### **COMPLIANCE AND ENFORCEMENT**

#### **Non-compliance or suspected non-compliance**

- 20.(1)** The Authority shall immediately inform the Barbados Coast Guard if
- (a) the master of a ship has not complied with the requirement in regulation 13(2) to notify the Authority; or
  - (b) the Authority has clear evidence that a ship has proceeded to sea without the master having complied with regulation 14(1).
- (2) A terminal operator shall immediately inform the Barbados Coast Guard if
- (a) the master of a ship has not complied with the requirement in regulation 13(3) to notify the terminal operator; or

- (b) the terminal operator has clear evidence that a ship has proceeded to sea without the master having complied with regulation 19(1).
- (3) Where there is clear evidence that a ship has proceeded to sea without having complied with regulation 14(1) or 19(1), the Authority shall, if the next port of call of the ship is a port of another member state, inform the harbour master or the competent authority of the state in which the port is situated about the ship and the evidence.
- (4) Where the Barbados Coast Guard has been informed by another competent authority of a ship in respect of which there is clear evidence of the type referred to in paragraph (3), the Barbados Coast Guard shall inspect the ship at the earliest opportunity.

### **Offences and penalties**

**21.(1)** A master who fails to comply with

- (a) regulation 13(2), (3), (5) or (6);
- (b) regulation 14(1);
- (c) a direction given under regulation 14(2); or
- (d) regulation 19(1);

commits an offence and is liable on summary conviction to a fine of \$10 000 or, on conviction on indictment, to a fine of \$75 000.

(2) Where the master of a ship, in complying with regulation 13(2) or (3), provides information that is false in a material particular, the owner of that ship and the master each commit an offence and are liable on summary conviction to a fine of \$10 000 and on conviction on indictment to a fine of \$1 000 000.

(3) Where there is a contravention in respect of a ship of

- (a) regulation 13(2), (3), (5) or (6);
- (b) regulation 14(1);
- (c) a direction given under regulation 14(2); or

(d) regulation 19(1);

the owner of that ship commits an offence and is liable on summary conviction to a fine of \$10 000 or, on conviction on indictment, to a fine of \$75 000.

(4) In any proceedings for an offence under these Regulations, it is a defence for the person charged to show that he took all reasonable steps and exercised all due diligence to avoid committing the offence.

### **Offences by body corporate**

**22.(1)** Where a body corporate commits an offence under these Regulations and that offence is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a director, manager, secretary or other similar officer of the body corporate, or a person who was purporting to act in such a capacity, that person also commits that offence.

(2) Where the affairs of a body corporate are managed by its members, paragraph (1) applies in relation to the acts and defaults of a member in connection with any management functions of that person as if he were a director of the body corporate.

### **Inspection and detention of a Barbados ship**

**23.(1)** An inspector may inspect any Barbados ship.

(2) If the inspector is satisfied that ship-generated waste or cargo residues have not been delivered in accordance with regulation 14(1) or 19(1), he may detain the ship until the waste or residues have been delivered in accordance with those regulations.

(3) An inspector shall not, in the exercise of his power under this regulation, detain or delay a ship unreasonably.

### **Inspection and detention of non-Barbados ships**

**24.(1)** An inspector may inspect a ship that is not a Barbados ship when the ship is in a Barbados port in the normal course of business or for operational

reasons and, if he is satisfied that ship-generated waste or cargo residues have not been delivered in accordance with regulation 14 (1) or 19 (1), he may

- (a) send a report to the government of the country in which the ship is registered; and
- (b) detain the ship until the waste or residues have been delivered in accordance with those regulations.

(2) If on an inspection there is clear evidence that a ship has proceeded to sea without having complied with these Regulations, the inspector shall detain the ship until a more detailed assessment of factors relating to the ship's compliance with these Regulations, such as the accuracy of any information provided in accordance with regulation 13, has taken place.

(3) If a ship is detained by an inspector or other authorized official, the inspector shall without delay notify the nearest maritime, consular or diplomatic representative of the state whose flag the ship is entitled to fly.

(4) An inspector shall not, in the exercise of a power under this regulation, detain or delay a ship unreasonably.

(5) All inspections and detentions shall be carried out in accordance with the Act.

### **Enforcement of detention**

**25.** Where a ship is liable to be detained under these Regulations, section 1070 of the Act applies as if for the words "this Act" in that section there were substituted "*the Merchant Shipping (Port Waste Reception Facilities) Regulations, 2025 (S. I. 2025 No. 25)*".

### **Arbitration and compensation**

**26.** Sections 454 and 455 of the Act apply in relation to a detention notice issued under section 1221 of the Act, as applied by these Regulations, in the same

manner as they apply to a detention notice under section 453(4) of the Act, except that

- (a) references to "inspector" are to be read as references to a person making an inspection under these Regulations;
- (b) section 454 of the Act shall apply as if the following words were omitted
  - (i) in subsection (1) "under section 453(4)(b); and
  - (ii) subsection (3), "as an unsafe ship".

## PART IV

### MISCELLANEOUS

#### **Integrated port waste management system**

**27.(1)** The Authority shall develop an integrated port waste management system for ship-generated waste, which shall formulate a cradle-to-cradle approach to waste handling that incorporates the entire life-cycle of ship-generated and port-related waste.

(2) The integrated port waste management system shall be guided by the frameworks contained in

- (a) the Convention, as modified by the Protocol of 1978 relating to it and the Protocol of 1997;
- (b) the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal, 1989, as amended; and
- (c) the maritime waste-related aspects of the World Health Organization's International Health Regulations, 2005, as amended

(3) The following elements shall be considered within the integrated port waste management system:

- (a) waste prevention, avoidance and reduction;
- (b) in-port and out-of-port waste management, including the environmentally safe removal of waste outside of the port to be treated and disposed of;
- (c) product recycling and re-use, and the use of valuable materials that may be reused for resource material for other recycling activities;
- (d) material recycling;
- (e) waste recovery for fuel use;
- (f) disposal by incineration;
- (g) landfill disposal; and
- (h) any other environmental-, health- or economic-related elements of waste management.

**Contracting private waste companies within a regularized licensing system**

**28.(1)** The Authority shall put in place controls on private waste companies, to ensure that private waste companies that have the requisite reception or treatment facilities for ship-generated waste are regularized under a licensing system, and to ensure their compliance with internationally established ship waste management, waste reception and treatment facility standards.

(2) A licensing cap may be imposed by the Authority as it deems fit.

(3) Where the controls referred to in paragraph (1) are imposed, the Barbados Coast Guard, in consultation with the Authority and the Administration, shall publish a merchant shipping notice setting out the technical details of the system of control and the compliance requirements in respect of that system of control.

(4) A private waste company shall comply with the terms and conditions of a licence issued by the Authority.

**Arrangement and management of port waste reception facilities**

**29.** Port waste reception facilities shall be arranged and managed in accordance with International Organization for Standardization standard 16304 on the arrangement and management of port waste reception facilities.



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**FIRST SCHEDULE***(Regulation 8(5))***WASTE MANAGEMENT PLANS: REQUIREMENTS**

1. Waste management plans shall cover all types of prescribed wastes originating from ships normally visiting the harbour or terminal and shall be developed according to the size of the harbour or terminal and the types of ship calling at that harbour or terminal.
2. A waste management plan shall address the following elements:
  - (a) an assessment of the need for waste reception facilities, in light of the need of the ships normally visiting the harbour or terminal;
  - (b) a description of the type and capacity of waste reception facilities;
  - (c) a detailed description of the procedures for the reception and collection of prescribed wastes;
  - (d) a description of the charging system;
  - (e) procedures for reporting alleged inadequacies of waste reception facilities;
  - (f) procedures for on-going consultations with persons using the harbour or terminal, waste contractors and other interested parties; and
  - (g) the type and quantities of prescribed wastes received and handled.
3. A waste management plan shall also include
  - (a) a summary of relevant legislation and formalities for delivery;
  - (b) identification of a person or persons to be responsible for the implementation of the waste management plan;
  - (c) a description of the pre-treatment equipment and processes in the harbour or terminal, if any;

- (d) a description of the methods of recording actual use of the waste reception facilities;
- (e) a description of the methods of recording amounts of prescribed wastes received;
- (f) a description of how the prescribed wastes are disposed of.

**4.** The procedures for reception, collection, storage, treatment and disposal shall conform in all respects to an environmental management scheme suitable for the progressive reduction of the environmental impact of these activities.

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

- (a) a brief reference to the fundamental importance of proper delivery of prescribed wastes;
- (b) the location of waste reception facilities applicable to each berth, with a diagram or map;
- (c) a list of prescribed wastes normally dealt with;
- (d) a list of contact points, operators and the services offered;
- (e) a description of procedures for delivery;
- (f) a description of the charging system; and
- (g) procedures for reporting alleged inadequacies of waste reception facilities.

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**SECOND SCHEDULE***(Regulations 13(1))**Information to be notified before entry into port*

Information to be notified before entry into the port of \_\_\_\_\_

1. Name, call sign and, where appropriate, IMO identification number of the ship:
2. Flag state:
3. Estimated time of arrival (ETA):
4. Estimated time of departure (ETD):
5. Previous port 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.

*Schedule - (Cont'd)*

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicate 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> )
<b>Waste oils</b>						
Oily bilge						
Oily residues						
Other (specify)						
Sewage <sup>2</sup> Garbage						
Plastics						
Food wastes						
Domestic wastes. e.g. paper products, glass, rags, metals						
Cooking oil						

<sup>2</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 authorized discharge at sea.

*Schedule - (Concl'd)*

Type	Waste to be delivered (m <sup>3</sup> )	Maximum dedicate 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> )
Incinerate or ashes						
Animal carcass(es)						
Cargo residues <sup>3</sup>						

**Notes**

- This information may be used for port State control and other inspection purposes.
- Member States will determine which bodies will receive copies of this notification.
- This form is to be completed unless the ship is covered by an exemption. 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: \_\_\_\_\_  
(dd/mm/yyyy)

Time: \_\_\_\_\_

Signature: \_\_\_\_\_

Made by the Minister this 23rd day of April, 2025.

G.P.I. GOODING-EDGHILL  
Minister responsible for Shipping