

TEES AND HARTLEPOOL PORT WASTE MANAGEMENT PLAN



OCTOBER 2021

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Tees and Hartlepool - Port Waste Management Plan

Author: Chris Stocks, Deputy Harbour Master

Date	Release	Prepared	Notes
6 th July 2018	Draft	PB	Draft for MCA review.
23 rd October 2018	1.0	PB	
19th October 2021	2.0	CS	

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 5001 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 2018 to 2021

Summary of Waste Received

YEAR	GENERAL NON-HAZ TONNE	PAINT RELATED MATERIALS 800L CHEMSAFE	OIL RELATED WASTE 800L CHEMSAFE	ELECTRICAL ITEMS	FLO TUBES
2018	322.59	22	11	66	3
2019	294.89	15	9	25	3
2020	259.63	9	11	21	1

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 leaflet 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.operations@svitzer.com
Website	www.svitzer.com
Waste Type	Annex III, Annex V

Name	CSG – Recyc Oil Limited
Address	Murdock Road, East Middlesbrough Industrial Estate, Middlesbrough, TS3 8TB
Telephone	01642200119
E-mail	teesside@csg.co.uk
Website	www.csg.co.uk/industrial-commercial-waste/waste-oil/marine-oil
Waste Type	Annex I, Annex II, Annex IV

6. Waste reception facilities

The Port has a duty to ensure that waste does not enter into 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 facility for reception of port waste. 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. 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 is sorted by the crew and segregated, including recyclable products such as cardboard, timber, paper and metal drums. Those products are compressed and banded in the compactor or, in the case of metal drums, crushed. This process allows non-recyclable waste to be disposed of ashore, and the remaining products recycled.

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

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

8 skips are provided in Hartlepool by Svitzer Marine, the default storage location is the West End of the Deepwater Quay. Ship Agents should contact Svitzer Marine to make arrangements for waste collection at Hartlepool. The ship's agent will generally pass on this information on behalf of the Master to Hartlepool Dock. On receipt of the notification from the agents, Hartlepool Dock will relocate the skips 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 skips will be clearly identified, clean and well lit. Once the vessel has completed the waste operations the skips will be returned to the default storage location for collection by Svitzer Marine.

These skips are regularly emptied as required (by Svitzer Leven when weather conditions are favourable for crossing Tees Bay, otherwise by road). Svitzer Marine will ensure regular communications with Hartlepool Dock are maintained to confirm the status of the skips and collection. Once collected the skips are returned to Svitzer wharf for onward delivery.

Delivery of ship sourced food waste

There are significant controls placed upon the delivery of ship sourced food waste to UK ports. Catering waste, including cooking oils is deemed as category one waste, 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 a nominated waste contractor from the Svitzer Wharf at regular intervals and disposed of by incineration.

Delivery of dunnage

There are controls placed upon the delivery of wood packaging material and loose dunnage. If these wastes are sourced from outside the EU or 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 and declared within the CERS notification. Incinerator ash will be treated in the same manner as category one catering waste.

Recycling

To encourage recycling Svitzer Marine request that all recyclables are placed in clear bags so that the waste stream can be identified. Bags can be supplied by Svitzer Marine on request.

CSG – Recyc Oil Limited

CSG are one of the UK's leading suppliers of specialist waste management solutions, offering a diverse range of services to businesses nationwide. Their in-house transportation network enables them to collect most types of hazardous and non-hazardous waste streams, whilst their treatment and recovery centres utilise bespoke technology to wherever possible treat, recover and recycle the waste that they collect.

CSG 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

Erimus Star is the principal facility for reception for the collection of waste oils and bilge water from ships within the River Tees. Erimus Star operates from her base at AV Dawson's Port of Middlesbrough.

CSG utilise road tankers to provide the facilities for the waste stream which are unable to be collected by Erimus Star. The vehicles carry at least 30 metres of hose, adapters and support equipment, enabling them to provide a totally flexible collection service.

7. Waste collection procedures

Notification

WASTE										Form Status: Valid				
Vessel identification				Location at form completion										
Minimum of two required: IMO number Ship name Call sign MMSI number Flag state				Enter one of the following: Port Location Port LOCODE Port Name Latitude / Longitude Latitude Longitude Location Location name										
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				
Last port delivered LOCODE: GBTEE Last port delivered name: [REDACTED] Last port delivered date: 20/06/18 Waste delivery status: SOME				Select last port: [REDACTED] Last port name: [REDACTED] Last port LOCODE: DEBUZ ETD from last port: 30/06/2018 14:00						Select next port: [REDACTED] Next port name: SESTE Next port LOCODE: SESTE ETA next port: 04/07/2018 10:00				
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.										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 2000/59/EC.				
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	Oil/ Bilge Water	1200		0.000	M3	15.650	M3	6.500	M3	SESTE	[REDACTED]	0.100	M3
2	Waste_oils	Oil/ Residues (Sludge)	1100		0.000	M3	14.010	M3	7.060	M3	SESTE	[REDACTED]	0.100	M3
3	Waste_oils	Other - please specify [1300]	1300	Dirty Oil	0.000	M3	19.380	M3	3.700	M3	SESTE	[REDACTED]	0.100	M3
4	Garbage	Food waste	2100		0.400	M3	0.700	M3	0.000	M3	GBTEE	[REDACTED]	0.100	M3
5	Garbage	Plastic (except cargo)	2200		0.400	M3	1.500	M3	0.000	M3	GBTEE	[REDACTED]	0.100	M3
6	Garbage	Other - please specify [2300]	2300	Domestic waste	6.600	M3	3.200	M3	0.000	M3	GBTEE	[REDACTED]	0.100	M3
7			#N/A			M3		M3		M3		[REDACTED]		M3
8			#N/A			M3		M3		M3		[REDACTED]		M3
9		Waste category	#N/A			M3		M3		M3		[REDACTED]		M3
10		The general category of the waste	#N/A			M3		M3		M3		[REDACTED]		M3
11		to be delivered	#N/A			M3		M3		M3		[REDACTED]		M3

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'. Tees VTS will make a copy of the CERS Workbook waste tab available to the relevant port waste service provider so they can organise resource accordingly.

Agents should contact Svitzer Marine to make arrangements for any waste categories not included in the waste stream cost tariff (see section 7) or to arrange for waste stream collection by CSG – Recyc Oil Limited

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 to notify 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. Ports are not required to carry out compliance checks, however if Tees VTS are party to information or suspicious that a breach of the regulations has or may occur, Tees VTS will notify the MCA via the Local Marine Office.

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' web site and / or the Port Community System). Several chemical / oil / gas terminals (Navigator, Inter Terminals, 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.

Vessels in Hartlepool should deposit their waste in the skips provided on the quays.

Waste Type Annex I,II & IV – CSG Recyc Oil Limited.

Erimus Star will generally operate a bespoke service on the request of the agent.

In cases where collection will not be possible via the Erimus Star due to availability or waste stream type, alternative arrangements can be made (Road Tanker) to accommodate the vessels request wherever possible.

During periods when Erimus Star is out of service (planned maintenance or unplanned), CSG Recyc Oil Limited will make arrangements for land-based collection of waste.

Processing & transfer

Waste Type Annex III & V – Svitzer Marine 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 – CSG Recyc Oil Limited.

CSG Recyc Oil will process the waste stream at their site at Murdock Road Middlesbrough

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 CSG Recyc – Oil provide a waste collection note to every ship delivering waste. This note lists the categories and quantities of waste received.

A copy of the waste collection notes will be submitted to Tees VTS to be recorded against the vessel visit within the appropriate software application. This will allow the opportunity to compare the declared waste to be landed against the actual collected.

The nominated waste recycling and recovery contractor provide Svitzer Marine with waste transfer notes for all waste collected, an overview of the amount of the waste recycled and produce 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, CSG Recyc-Oil will provide twice yearly at 6-month periods a 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 (2021 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	£52.00	1.0 m ³
1,001 - 4,000	£103	2.0 m ³
4,000 +	£155	3.0 m ³

The included volume can be up to 50% galley waste.

Amounts in excess of the included volumes and additional categories of waste will be charged to the ship (normally via the agent) according to relative tariff

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 CSG Recyc Oil may be able to obtain a disposal route

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

Annex I

Tees and Hartlepool Port Waste Guide 2021



TEES AND HARTLEPOOL PORT WASTE GUIDE 2021

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 (see section 7) or to arrange for waste stream collection by CSG – Recyc Oil Limited

Waste reception facilities

General waste - Tees

- The waste barge Svitzer Leven operates daily from 07:00 to 19:00 and collects waste from vessels berthed in the Tees.

General waste - Hartlepool

- 8 skips are provided at convenient locations in Hartlepool Dock on request. (See chartlet).

Waste oil

- Waste oil barge "Erimus Star" 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 CSG-Recyc Oil Limited



Charging

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0 - 1,000	£52.00	1.0 m ³
1,001 - 4,000	£103	2.0 m ³
4,000 +	£155	3.0 m ³

The included volume can be up to 50% galley waste. Amounts in excess of the included volume and additional categories of waste will be charged to the ship (normally via the agent) according to relative tariff

All costs are subject to change annually, or in the event of legislative changes. 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 CSG Recyc Oil may be able to obtain a disposal route

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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.