

EYEMOUTH HARBOUR

SCOTLAND'S FIRST PORT OF CALL

| November | 2021

PORT WASTE MANAGEMENT PLAN



FIRST FOR ACCESS • FIRST FOR BUSINESS • FIRST FOR FACILITIES • FIRST FOR LOCATION • FIRST FOR OPPORTUNITY

<u>Contents</u>	<u>Page</u>
Page numbers to be updated in final draft version following amendments	
Distribution List	3
Revisions Table	4
Introduction and Harbour Overview	5
Executive Summary	6
Section 1 – Duties	7
Section 2 – Definitions	9
Section 3 – Legislation	15
Section 4 – Communication	22
Section 5 – Procedures	24
Table 1 – Facilities	28
Contact Directory	29
Appendices	30

Distribution List

Company	Copy Number
Eyemouth Harbour Trust, Harbour Master Office e: harbourmaster@eyemouth-harbour.co.uk	1
Maritime and Coastguard Agency, Marine Office, Albex House Marchfield Drive, Paisley. e: GlasgowMO@mcga.gov.uk	2
Marine Scotland e: ms.spillresponse@gov.scot	3
Scottish Environment Protection Agency e: NationalWaste@sepa.org.uk	4
NatureScot (Galashiels Area Office) e: southern_scotland@nature.scot	5
Scottish Borders Council, Protective Services e: mark.eccles@scotborders.gov.uk Trade Waste e: TradeWaste@scotborders.gov.uk	6, 7
Depothire Ltd t/a Frank Flannigan Skip Hire e: info@depothire.co.uk	8
Slicker Recycling Limited e: customerservices@slickerrecycling.com	9
Eyemouth Marine Ltd (Boatyard) e: norman@eyemouthmarine.co.uk	10
Available on EHT website for stakeholders, under News & Events: https://www.eyemouth-harbour.co.uk/news/	

Introduction and Harbour Overview

The purpose of this Port Waste Management Plan (PWMP) is to outline a strategy to manage the waste generated by harbour users, tenants, and Eyemouth Harbour Trust (EHT). This document will cover the duties and responsibilities of harbour users, the types of waste generated, legislative requirements, effectiveness of the port's waste reception facilities, and procedures for dealing with port waste.

Eyemouth Harbour provides a safe haven/berthing for marine vessels. In Eyemouth, there are a mix of commercial fishing (trawlers and creel), charter (dive/angling/sightseeing) and leisure vessels (yachts). Recent years have seen repeated visits from offshore workboats working on, amongst other offshore projects, pre-construction activities for the proposed offshore wind farms in Firth of Forth and Tay. From 2022, the harbour will be an operations and maintenance base serving the Neart na Gaoithe offshore wind farm, and crew transfer vessels will operate daily. This Plan will be updated once this is operational. To date, the main industry within the port has been fishing, with the local fleet currently has twelve trawlers plus twelve creel boats¹.

There are two pontoon facilities mainly utilised by leisure craft and commercial charter vessels with a combined berthing capacity of 225m of which is utilised all year round with higher demand during the summer season. The number of non-commercial seasonal berths utilised is approximately forty.

Eyemouth Harbour is a trust port, set up in 1797. Trust ports are independent statutory bodies, each governed by its own, unique, local legislation (Eyemouth Harbour Revision Order 2021, available [here](#)) and controlled by an independent board of voluntary trustees. There are no shareholders or owners. Any surplus is ploughed back into the port for the benefit of the ports' stakeholders. The stakeholders are all those using the port,

¹ Based on data from EHT Annual Report for y/e 31 October 2020

employees, and its users and all those individuals, organisations and groups having an interest in the operation of the port. In most cases, members of trust boards (the trustees) are nominated by local interests reflecting the local and regional needs they serve. Eyemouth Harbour operates in a competitive market and must be as efficient and cost effective as possible in order to offer value for money to its users and ensure sufficient funds to perform its statutory functions as well as maintain, preserve, and develop the harbour.

Executive Summary

Eyemouth Harbour operates in compliance with the Port Marine Safety Code and the Guide to Good Practice and has an Integrated Safety and Environmental Management System in place, based on risk assessments, and founded on policies and procedures.

Eyemouth Harbour Trust (EHT) recognises that ports play an important part in the economic, environmental, and social life of surrounding communities.

The combination of these three elements requires EHT to exercise responsibility by promoting sustainable development for the benefit of the harbour business and of the organisations and people linked with its harbour.

EHT is committed to developing and implementing management and control methods which prevent, or minimise, environmental damage. These methods will be regularly reviewed in order to ensure that Eyemouth Harbour continuously improves its environmental performance. This is part of EHT's Integrated Safety and Environmental Management System.

Eyemouth Harbour recognises the value of communicating these objectives to staff, tenants and other stakeholders linked to its operation, and is committed to a programme of regular discussions about its approach to ensuring a high standard of environmental management, including through a formal Harbour Users' Group, being set up in 2021.

Section 1: Duties

1.1 DUTIES AND RESPONSIBILITIES OF HARBOUR AUTHORITY

The General Duties of any Harbour Authority under the Port Marine Safety Code are those of conservancy, bye-law enforcement, provision of facilities, management, and maintenance of the harbours. Duties under port waste management legislation are set out in this Plan.

1.2 DUTIES AND RESPONSIBILITIES OF HARBOUR USERS

1.2.1 Marina Operators

Under current Merchant Shipping legislation relating to Port Waste Management Plans, all marina operators are required to develop a waste management plan covering the facilities that they provide. Marina operators are required to contact the Statutory Harbour Authority for a Waste Management Plan Questionnaire which should be submitted on a two-yearly basis for the area where their operations occur. In the case of Eyemouth, EHT is the marina operator.

1.2.2 Third Party Operators

Third party operators, with the exception of marina operators who are addressed in 1.2.1 above, are required to provide information on the reception facilities that they provide. Third party operators would be required to contact the Statutory Harbour Authority to identify what reception facilities they intend to provide so that they are fully compliant with the EHT PWMP and can be audited accordingly. The facilities will be checked at least on a two-yearly basis for the area where their operations occur. In Eyemouth, there are currently no third-party operators. However, the new offshore wind operations and maintenance base will fall into this category, once up and running.

1.2.3 Ships' Agents

It is the responsibility of ships' agents to be familiar with the requirements of the Port Waste Management Plan and to provide the ship's master with a copy upon request. All agents should ensure that each master is in receipt of the 'Port Waste Management-advice to ships' and that waste disposal from ships follows the Port Waste Management Plan.

1.2.4 Ship's Master/Crew

It is the responsibility of the ship owners, master, and the ship's crew to be familiar with the requirements of the Port Waste Management Plan and to ensure that all disposals of wastes comply with it.

Section 2: Definitions

2.1 DEFINITIONS AND ABBREVIATIONS

The following definitions and abbreviations are used in association with Maritime and Coastguard Agency (MCA) regulations and guidelines.

2.1.1 Cargo residues

The remnants of any cargo material on board or contained on the wharf that cannot be placed in proper cargo holds, or which remains in cargo holds and elsewhere after unloading procedures are completed.

2.1.2 Cargo associated waste

All materials, which have become waste as a result of use on board a ship for cargo stowage and handling. Cargo associated waste includes but is not limited to dunnage, shoring, pallets, lining and packing materials, plywood, paper, cardboard, wire, and steel strapping.

2.1.3 Contaminated rags

Rags which have been saturated with a “*harmful substance*” as defined below in section 2.1.18.

2.1.4 Convention

The MARPOL 73-78 International Convention for the Prevention of Pollution from Ships, available [here](#).

2.1.5 Convention Ship

A ship whose flag state is party to the Convention.

2.1.6 Department

The Department for Transport (DfT).

2.1.7 Discharge

In relation to “*harmful substances*” or effluent containing such substances, means any release, howsoever caused, from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting, or emptying.

2.1.8 Discharge does not include

1. Dumping, within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, London 1972, available [here](#).
2. Release of “*harmful substances*” directly arising from the exploration, exploitation and associated offshore processing of seabed mineral resources.
3. Release of “*harmful substances*” for the purpose of legitimate scientific.

2.1.9 Food wastes

Any spoiled or unspoiled victual substances such as fruits, vegetables, dairy products, poultry, meat products, food scraps, food particles and all other materials contaminated by such wastes, generated aboard ship, principally in the galley and dining areas.

2.1.10 Garbage

Garbage or solid waste as defined by the 1973 Convention and means all kinds of victual, domestic and operational waste, excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically. Such garbage could include, but is not limited to, all plastics, food, wastes, paper products, rags, woods, glass, metal, bottles, crockery, and similar refuse.

2.1.11 Refuse

Wastes generated in living spaces of crew and passengers and consisting principally of paper products, glass, rags, bottles, plastics, etc.

2.1.12 Harmful Substances

Any substance which, if introduced into the sea, is liable to create hazards to human health, harm living resources and marine life, to damage amenities or interfere with other legitimate uses of the sea and includes any substance subject to control by other regulations.

2.1.13 Harbour areas

- 1) All areas of water within the statutory jurisdiction of a statutory harbour authority, other than the areas of water referred to in sub-paragraph outlining exclusions below.
- 2) Any berth, abutting any of the areas of water falling within (1) above, where the loading or unloading of any substance takes place (whether or not that berth is under the jurisdiction of the harbour authority).
- 3) Any land within the jurisdiction of the statutory harbour authority or occupied by the statutory harbour authority, used in connection with the loading and unloading of vessels.
- 4) A monobuoy connected to one or more storage facilities in a harbour area as defined above and its monobuoy area.

but excluding

areas of water which are within the statutory jurisdiction of another statutory harbour authority where those areas of water are used primarily by vessels using berths or land within the harbour area of that other statutory harbour authority.

2.1.14 IMO

International Maritime Organisation

2.1.15 Incident

Any event involving the actual or probable discharge into the sea of a “*harmful substance*”, or effluents containing such a substance.

2.1.16 Maintenance Waste

Materials collected by the engine department and deck department while maintaining and operating a vessel, such as soot, machinery deposits, scraped paint, deck sweepings, wiping waste and rags, etc.

2.1.17 Oily mixture

Any mixture with any oil content.

2.1.18 Oily rags

Rags which have been saturated with oil as controlled in Annex 1 to the Convention.

2.1.19 Operational waste

All cargo-associated waste and maintenance waste and cargo residues and includes all materials which become wastes due to break bulk and other cargo operations, including dunnage, shoring, pallets, lining and packing materials, plywood, paper, cardboard, wire, nails, and steel strapping cargo residues.

2.1.20 Plastics

A solid material which contains, as an essential ingredient, one or more synthetic organic high polymers for fabrication into a finished product by heat or pressure. Plastics have material properties ranging from hard and brittle to soft and elastic.

Plastics are used for a variety of marine purposes including, but not limited to, packaging (vapour-proof barriers, bottles, containers, liners), ship construction (fibre glass and laminated structures, siding, piping, insulation, flooring, carpets, fabrics, paints and finishes, adhesives, electrical and electronic components), disposable eating utensils and cups, bags, sheeting, floats, fishing nets, creels, strapping banks, ropes, and line.

2.1.21 Sewage

Drainage and other waste from any form of toilets, urinals, and WC scuppers; drainage from medical premises via wash basins, wash tubs and scuppers located within the premises; drainages from spaces containing living animals; or other waste waters when mixed with the drainages defined above.

2.1.22 Ships

The professional and commercial maritime community as well as the non-commercial seafaring population as sources of pollution of the sea by garbage.

2.1.23 Special Area

A marine area where, for recognised technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic, the adoption of special mandatory methods for the prevention of sea pollution by garbage is required.

2.1.24 Wastes

Useless, unneeded, or superfluous matter which is to be discarded.

2.1.25 Controlled Waste

All waste arising from vessels and ship repair work as defined in the Environmental Protection Act 1990, available [here](#).

2.1.26 Difficult Waste

Contains low levels of pollutants or hazardous products which prevent disposal at the local landfill site without raising the status of the waste to special waste.

2.1.27 Hazardous Waste

Waste containing specific compounds above a threshold concentration or exhibiting defined hazardous characteristics; as defined in the Special Waste Regulations 1996, available [here](#).

2.1.28 Third Party Operators

Within the jurisdiction of Eyemouth Harbour, any third-party operators who manage a variety of businesses.

2.1.29 Prescribed Waste

Prescribed Waste means any waste of the following descriptions

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

2.1.30 Ship Generated Waste

Ship-generated waste means all waste and residues which are generated during the service of a ship, and which fall within the definitions of garbage, oil, and oily mixtures, but does not include cargo residues; and for this purpose "garbage" means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except sewage originating from ships.

Section 3: Legislation

3.1 LEGISLATIVE REQUIREMENTS

3.1.1 MARPOL 73/78

The International Convention for the Prevention of Pollution from Ships 1973 (modified by the 1978 Protocol), MARPOL 73/78 deals with the disposal and discharges of wastes at sea. Regulations for disposal and discharges are contained in five annexes:

Annex I deals with oil pollution and oily water discharge; in force; compliance mandatory

Annex II deals with noxious liquid substances carried in bulk; discharge of chemical slops and residues only to reception facilities ashore; in force; compliance mandatory

Annex III provides for the prevention of pollution by harmful substances in packaged form. Harmful substances are those identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code); in force; compliance optional.

Annex IV deals with the discharge of sewage at sea; not yet in force.

Annex V deals with the dumping of garbage, dumping of plastics is prohibited; in force; compliance optional.

Annex VI deals with emissions to air.

3.1.2 EU Directive 2000/59/EC of the European Parliament and Council on Port Waste Reception Facilities for Ship Generated Waste and Cargo Residues

The intention of the **Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues** is that all costs of installing and running port waste reception facilities should be paid for by the ships using the port. The Directive explicitly states that these costs include the costs of treating and disposing of the waste. Ships pay irrespective of use, but the charge should not be such as to provide an incentive to discharge waste into the sea.

3.1.3 The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, as amended (SI no 1809)

The Merchant Shipping (Port Waste Reception Facilities) Regulations 1997 (SI no 1018) were replaced in 2003 by **The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003, as amended (SI no 1809)** to meet the requirements of the European Directive on Port Waste Reception Facilities.

These Regulations make the following changes to the existing system (explained in **Marine Guidance Note 387 - Port Waste Reception Facilities Regulations 2003**) -

- Waste management plans are to be reviewed every three years.
- Ships must give notice in advance of arrival of the types and quantities of waste on board for disposal by the completion of an Annex II checklist. Such notifications must be kept by the port for six months.
- The port must report any incidences of non-discharge to the Maritime and Coastguard Agency unless the vessel has given notice that it will keep its waste on board until the next port of call or has applied for an exemption from the MCA.
- Charges are to be made for the use of all waste disposal facilities including garbage.
- Facilities for food waste from outside the EU are not provided in Eyemouth. Any vessel wishing to offload food waste from outside the EU must make their own arrangements.
- All vessels are required to pay a charge to cover the cost of the provision of waste reception facilities, such provision to include both the system and the planning. There is no need to change arrangements whereby the charge for the disposal of e.g. oily waste, is met directly by a payment from the ship owner to the waste contractor.
- The charge from the dues representing the provision of waste reception facilities should be published.

- Vessels can apply for exemptions (**Marine Guidance Note 387 - Exemptions from the Port Waste Reception Facilities Regulations 2003**) if they can prove that they are on regular, frequent, and scheduled routes, and that they are notifying, landing, and paying a mandatory charge in another port. 'Port Waste Exemption Application Forms' can be obtained from MCA MGN 387 Annex B. A copy is available from the Harbour Master. However, forms should be submitted directly to MCA.
- Workboats operating under the Small Commercial Vessels Code of Practice (Code vessels up to 24m LOA) fall outside the scope of the requirement to notify, deliver,
- or pay charges on each port call. The Port Waste Management Plan includes the arrangements for the disposal of waste generated by such vessels.

In the preparation of this Plan, EHT has specifically followed Schedule 1 to SI2003/1809 reference above, namely.

REQUIREMENTS FOR WASTE MANAGEMENT PLANS

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 the 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 methods of recording actual use of the waste reception facilities.*
 - (e) a description of 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 should conform in all respects to an environmental management scheme suitable for the progressive reduction of the environmental impact of these activities. Such conformity shall be presumed if the procedures are in compliance with Regulation (EC) No. 761/2001 of the European Parliament and of the Council of 19 March 2001 allowing voluntary participation by organisations in a Community eco-management and audit scheme (EMAS) [10].*
- 5.** *The waste management plan shall provide for the following information to be made available to persons using the harbour or terminal -*
- (a) brief reference to fundamental importance of proper delivery of prescribed wastes.*
 - (b) location of waste reception facilities applicable to each berth, with a diagram or map.*
 - (c) list of prescribed wastes normally dealt with.*
 - (d) list of contact points, the operators and the services offered.*
 - (e) description of procedures for delivery.*
 - (f) description of charging system; and*
 - (g) procedures for reporting alleged inadequacies of waste reception facilities.*
-

3.1.4 Land based waste management provisions

In accordance with the provisions of the Environmental Protection Act 1990 (EPA90), waste from a property which is used wholly or mainly for the purposes of a trade or business is classified as commercial waste.

Section 34 of the EPA90 places a “Duty of Care” on the producers of commercial waste to ensure that there is no unauthorised or harmful deposit, treatment, or disposal of waste, to prevent the escape of waste from their control or that of any other person and on the transfer of waste to ensure that the transfer is only to an authorised person or to a person for authorised transport purposes.

Breach of that “*duty of care*” is a criminal offence. Third Party operators will therefore need to have satisfactory arrangements in place for the collection and disposal of their waste.

The Environmental Protection Act 1990 (EPA90)

Part 1 deals with the prescribed processes and substances, and applies, inter alia, to ports which store and handle certain materials. Authorisations under Part 1 are required from either the Scottish Environment Protection Agency or the Local Authority, depending upon the nature of the process

Part 2 deals with waste on land. EPA90 s.34 imposes a Duty of Care on those who import, produce, carry, keep treat or dispose of controlled wastes. The Waste Regulation Authority for Scotland is the Scottish Environment Protection Agency (SEPA).

Part 3 deals with statutory Nuisances and Clean Air. It gives power to local authorities over nuisances which may arise from vessels within territorial waters.

For further information on the provision of hazardous/special waste handling for Scotland please contact:

Scottish Environment Protection Agency

Waste Management Licensing Regulations 1994, EPA90 and various other regulations provide a legal framework for ensuring that controlled wastes are properly handled, disposed of, stored, treated, and transported. The regulations aim to ensure that these activities are carried out so that there is no harm to human health or threat to the environment.

Merchant Shipping (Reception Facilities for Garbage) Regulations 1988 gives effect to the provisions of Annex V of MARPOL 73/78 by empowering Harbour Authorities to provide reception facilities for garbage disposed of by ships.

In addition, the Water Environment (Oil Storage) (Scotland) Regulations 2006, the Waste Licensing (Scotland) Regulations 2011, the Animal By-Products (Enforcement) (Scotland) Regulations 2013 have been consulted in preparation of this plan and the Scottish Environment Protection Agency Guide to Consigning Special Waste have all been consulted in the preparation of this plan.

3.1.5 Waste Food at Ports and Terminals

Under the above Regulation waste food from outside the EU is classed as a Category 1 By-product (the highest risk category). It must be held in dedicated, marked, pest proof containers in a designated area and sent to an approved incinerator, rendering plant or landfill site. It must only be transported with other material going to the same destination, for the same treatment, and the containers must be cleansed and disinfected after emptying (i.e. this waste cannot be tipped into an ordinary refuse collection vehicle). If a landfill site is used, the material must be covered as soon as possible, not at the end of the day so the landfill site would have to be able to comply themselves should the waste be disposed of in this way.

A record of category 1 waste disposal should be kept for audit purposes, indicating dates, vessels and amounts of waste disposed of and by whom.

Common Fisheries Policy discards ban and EMFF – The CFP Pelagic Landing Obligation came into force on 1 January 2015, with all pelagic vessels now required to retain on board and land all catches. Scottish ports with fish

landings must consider the onshore impacts, including the handling of fish which cannot be sold for human consumption. In Eyemouth, any landings under the discards ban are minimal and are dealt with by local processors. EHT will continue to monitor this situation.

3.1.6 Harbour Bye Laws Dealing with Waste

Eyemouth Harbour Trust, if it deems appropriate, may seek to make, or confirm byelaws, as an enforcement method under the Harbours, Docks and Piers Clauses Act 1847.

Section 4: Communication

EHT is committed to carrying out ongoing consultation over its Port Waste Management Plan and the following have been consulted in the preparation of this Plan.

Statutory Consultees	Email
Maritime and Coastguard Agency (MCA) Glasgow Marine Office	GlasgowMO@mcga.gov.uk
Scottish Environment Protection Agency (SEPA)	NationalWaste@sepa.org.uk
Nature Scot (Galashiels Regional Office) (previously Scottish Natural Heritage)	Southern_scotland@nature.scot
Marine Scotland	MS.SpillResponse@gov.scot
Scottish Borders Council Protective Services Trade Waste	mark.eccles@scotborders.gov.uk TradeWaste@scotborders.gov.uk
Non-Statutory Consultees	Email
Eyemouth Harbour Users' Group Ian Tod, Chairman	space@hippodrome.org
Anglo Scottish Fishermen's Association David Gilchrist, Secretary	davidgilchrist07@live.com
Fishermen's Mutual Association, Eyemouth Douglas Anderson, Manager	fmaeye@hotmail.com
Eyemouth Marine Ltd (Boatyard) Norman Thomson, General Manager	norman@eyemouthmarine.co.uk
Berwickshire Marine Reserve Alex Higgs, Project Officer	alex@berwickshireremarine.org.uk
Berwickshire and Northumberland Marine Nature Partnership, Nick Brodin, Partnership Officer	nick.brodin@northumberland.gov.uk
Depothire Ltd t/a Frank Flannigan Skip Hire	info@depothire.co.uk
Slicker Recycling Limited	customerservices@slickerrecycling.com
Available on EHT website, under News:	https://www.eyemouth-harbour.co.uk/news/

EHT aims to make information available on how to report alleged inadequacies of waste reception facilities. It communicates its objectives, set out below, to all users –

- 1 To comply with all legislation pertaining to the disposal of waste within Harbour areas.
- 2 To ensure that all craft using the harbour are able to land or dispose of waste materials or to receive advice on proper disposal as required.
- 3 To provide a framework for the coordinated management of waste associated within the harbours and provide and improve communications between the Harbour Authority, harbour users, waste disposal authorities, regulators, and contractors.
- 4 To recover the costs of disposal, where appropriate, through an equitable charging system, which recognises the differing needs of all harbour users.

All contractors are required to keep records of amounts and types of waste collected and to submit these to the Harbour Master.

It will be the responsibility of Shipping Agents of visiting vessels to provide information to Ships' Masters relating to the safe and efficient disposal of waste generated by their vessels and to provide incoming vessels with the necessary notification paperwork, etc.

Third party users, will, through Harbour Master's Local Notices to Mariners, published by the Harbour Office, be informed of the waste disposal services provided, as will owners of fishing vessels. HM Local Notices to Mariners can be obtained free of charge from the Harbour Office and on the website, available [here](#).

ASSESSMENT

Eyemouth Harbour Trust assesses what waste reception facilities are required by annual analysis of the quantities and types of wastes landed (see Table 1) and adjusts the facilities in line with the needs of the harbour users.

Section 5: Procedures

5.1. Procedure for ship to file request to discharge waste

Notification by ships of the waste they are carrying and wish to discharge to the port waste reception facility. Vessels proceeding to any relevant harbours either to anchor or enter an enclosed harbour will be by direct contact with those ports via their agents or directly. Vessels are made aware of the harbours' waste management procedures and provided with Notification Forms. These are also available in Appendix 3 of this Plan.

5.2 Procedure to record waste transfer data

EHT will retain all records relating to port notifications from vessels for a period of one year. Such records will be stored in paper form and reported annually to the local MCA office.

5.3 Procedure for reporting and dealing with an incident

Any spills of garbage, oil or other wastes within the harbour areas should be reported to the Harbour Office immediately.

In the event of an incident of pollution, Eyemouth Harbour has an Oil Spill Contingency Plan which conforms to the Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention) Regulations 1998 SI 1998 No1056.

5.4 Procedure for reporting inadequacies

Under the regulations ports/terminals must provide adequate reception facilities to receive the types and quantities of waste from ships normally using the port or terminal.

When possible, the master of a ship faced with a lack of reception facilities should bring the alleged inadequacy to the attention of Eyemouth Harbour Trust by contacting the Harbour Master.

If the problem is not resolved at the time to the master's satisfaction then a report form (included in Appendix 4 of this plan) should be completed by the master, ship owner or agent and sent/faxed to the MCA at the following address:

PWR Inadequacies

Environmental Quality Branch

MCA

Spring Place

105 Commercial Rd

Southampton

SO15 1EG

Fax: 0238 0329204

5.5 Procedure for Enforcement and Prosecution

In compliance with the Port Marine Safety Code, Eyemouth Harbour has an Enforcement and Prosecution policy [Ref 7.7]. Lists of offenders supplied by the Maritime and Coastguard Agency will be obtained and circulated to waste operators and agents within the harbour areas.

5.6 Procedure for Inspection

Full co-operation will be given to any Port State Control Inspector. This may involve provision of boat facilities for inspection or the passing of information.

Maritime and Coastguard Agency Inspectors/Surveyors will be provided with copies of the Waste Management Plan upon request.

5.7 Procedure for training and awareness

All staff have access to the Port Waste Management Plan and through regular team briefings and in-house training and understand their responsibilities.

5.8 Procedure for charging

A significant contribution towards the reasonable costs of port waste reception facilities for vessels covered by the Port Waste Reception Facilities Regulations 2003 will be made by way of a consolidated harbour dues charge where applicable. Eyemouth Harbour's Schedule of Rates and Charges (published 1st April each year) states that Berthing Charges are inclusive of use of Port Waste Reception Facilities for routine/galley waste. Non-routine/galley waste is subject to recharge outlined in Table 9 of the Rates and Charges.

5.9 Responsible Person

The Responsible Person is the Harbour Master.

OPERATIONAL PROCEDURES

TYPE AND CAPACITY OF WASTE RECEPTION FACILITIES

Fishing vessels

Fishing vessels land waste to the quayside in the form of:

- o Pallets
- o Spent fishing gear, including nets, creels, wires, and ropes.
- o Oil drums
- o Food waste (all UK) as part of trade waste

This is removed on a daily basis by harbour staff and moved to the **waste compound** where it is collected and removed by specialist waste contractors.

Other commercial vessels

Vessels other than fishing vessels will land spent oil drums or containers. These are moved to the waste compound where they are collected and removed by specialist waste contractors. General trade waste can be deposited in **lidded wheelie bins**. These are then collected on a regular basis by Scottish Borders Council under waste contract with EHT.

Visiting Yachts (no arrivals travelling directly from outside the EU)

Visiting yachts deposit waste in **lidded wheelie bins** near the pontoon facilities which are collected on a regular basis by Scottish Borders Council under waste contract with EHT.

The details of wastes which can be collected and by what method are as set out in Table 1 below and the cost of disposal is incorporated in the composite dues' system – a copy of the tariff is available to all users and can be supplied on request. The tariff is reviewed annually as part of the overall Rates and Charges review, usually effective 1st April each year.

PROVIDING INFORMATION TO USERS

Visitors receive welcome packs on arrival which explains the port waste management system. In addition, a Notice to Mariners is published on the website, available [here](#).

DISPOSAL OF WASTE

All port waste is collected and disposed of by a Registered Waste Carrier and a Professional Collector and Transporter of Waste. A list of approved contractors has been provided at the end of this Plan under 'Contacts Directory'.

PRE-TREATMENT

No pre-treatment of waste takes place on site.

TABLE 1- FACILITIES

Waste Categories	Is This Received?	Capacity	Frequency of Emptying	Annual Cost	Annual volume	Is Notice Required by Port?
Trade Waste (Mixed Municipal Waste)	Yes	1,760 Ltr	52x p.a.	£ 1,109.16	91,520 Ltr	No
Mixed Recyclate	Yes	364 sacks @ 90 Ltr	52 x p.a.	£ 441.48	32,760 Ltr	No
Waste Oil Underground Sump (oily water)	Yes	10,000 Ltr	1 x every 3 years	£2,647.33	3,500 Ltr	Yes
Contaminated Packaging	Yes	1,000 Ltr	3 x p.a.	£ 2,449.20	10,000 Ltr	Yes
Waste Oil	Yes	2,000 Ltr	3 x p.a.	£ 618.00	5,500 Ltr	Yes
Rags, glass, metal, bottles, crockery	Yes	8 Cu. Yards/ 6M ³ 16 Cu. Yards/ 12M ³	9 x p.a.	£ 6,900.00	186M ³	No
Obsolete Fishing Gear	Yes	40 Cu. Yards/ 32M ³	2 x p.a.	£ 3,888.00	96M ³	Yes
Food	No	n/a	n/a	n/a	n/a	n/a
Cooking oil	No	n/a	n/a	n/a	n/a	n/a
Incinerator ash	No	n/a	n/a	n/a	n/a	n/a
Cargo residues	No	n/a	n/a	n/a	n/a	n/a
Animal Carcasses	No	n/a	n/a	n/a	n/a	n/a
Untreated Sewage	No	n/a	n/a	n/a	n/a	n/a
Treated Sewage	No	n/a	n/a	n/a	n/a	n/a
Total				£ 18,053.17		

CONTACT DIRECTORY

Eyemouth Harbour Trust

Harbour Office, Gunsreen Basin, Eyemouth, TD14 5SD
www.eyemouth-harbour.co.uk

Harbour Master: 018907 50223 / 07885 742505
Email: harbourmaster@eyemouth-harbour.co.uk

Duty Harbour Assistant 07885 742505
Email: harbourmaster2@eyemouth-harbour.co.uk

Chief Executive: 018907 52494 / 07747 003880
Email: ceo@eyemouth-harbour.co.uk

Office Manager: 018907 52494
Email: office@eyemouth-harbour.co.uk

Approved Waste Contractors (as at 28 September 2021)

Scottish Borders Council (SBC)

Trade Waste Dept., Neighbourhood Services, PLACE,
Council Headquarters, Newtown St Boswells, Melrose, Scottish Borders, TD6 0SA
Tel: 01835 825111
Email: tradewaste@scotborders.gov.uk

As a Local Authority, SBC are registered as a Professional Collector and Transporter of Waste under paragraph 12 of Schedule 4 of the Waste Management Licensing (Scotland) Regulations 2011. As such, SBC do not have a Waste Carriers Registration Number. EHT hold a copy of the confirmation SEPA letter in this regard.

Depothire Ltd t/a Frank Flannigan Skip Hire

6 Mansfield Road, Tweedmouth, Berwick upon Tweed, Northumberland
Tel: 01289 307 835
Email: info@depothire.co.uk
Waste Carriers Registration No. CB/BN5778EY

Slicker Recycling Limited

Lombard House, Anchor Drive, Worcester Road, Stourport-on-Severn, DY13 9BZ
Tel: 0330 159 8325
Email: customerservices@slickerrecycling.com
Waste Carriers Registration No: CBDU125624

MCA – Waste Reception Facilities Complaints:

PWR Inadequacies
Clean Ship Operations Team
Maritime and Coastguard Agency
Spring Place
105 Commercial Road, Southampton, SO15 1EG
Email: environment@mcga.gov.uk

APPENDIX 1

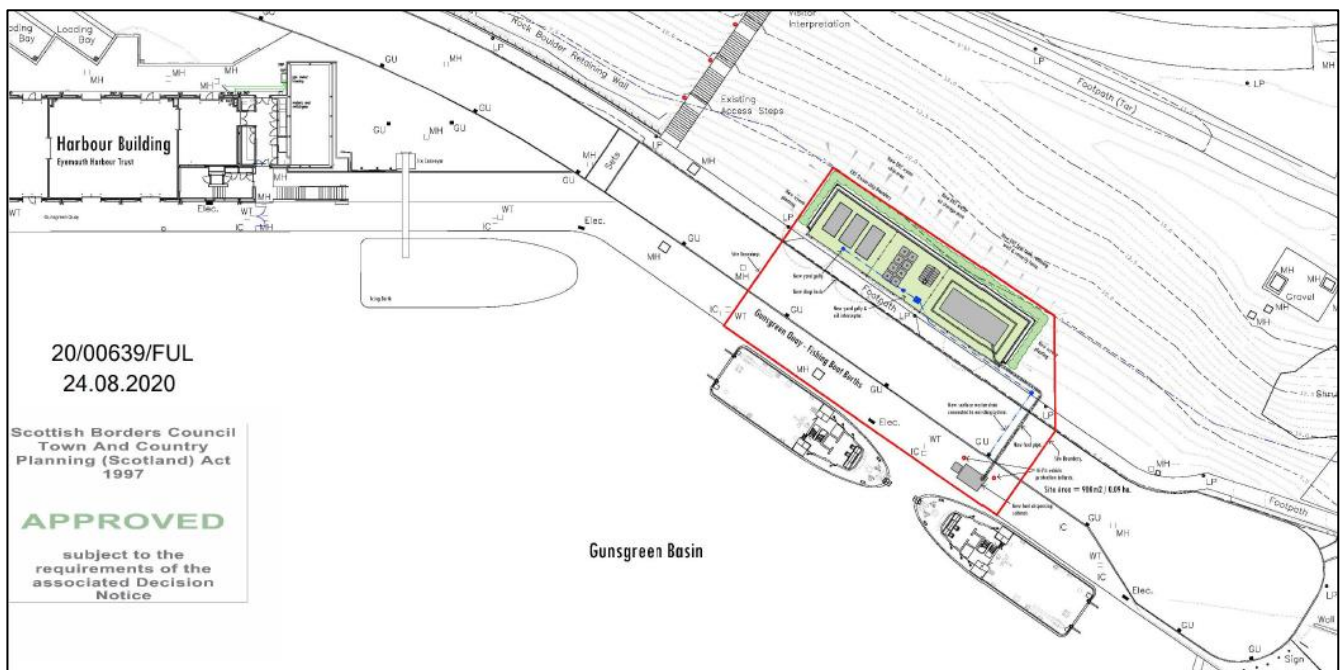
AERIAL IMAGE SHOWING LOCATION OF THE WASTE COMPOUND AT EYEMOUTH HARBOUR



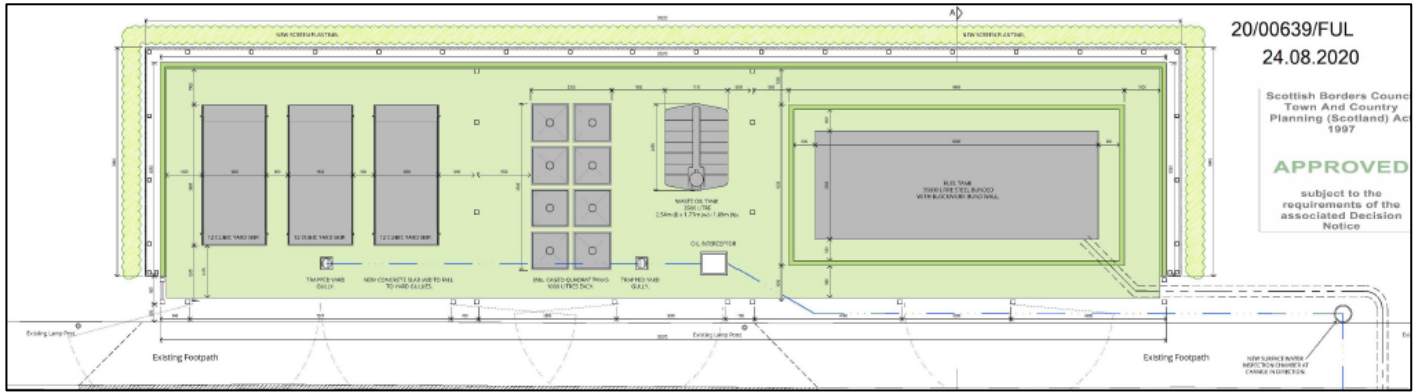


APPENDIX 2

DRAWINGS SHOWING EYEMOUTH HARBOUR'S WASTE COMPOUND



EYEMOUTH HARBOUR PORT WASTE MANAGEMENT PLAN, Issue 2 v1



APPENDIX 3

Annex A of the MCA MGN 563

INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT OF: _____

(The harbour, terminal or port referred to in regulation 11 of the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 as amended and the port of destination as referred to in Article 6 of Directive 2000/59/EC)

1. Name, call sign and, where appropriate, IMO identification number of the ship:

2. Flag State: _____

3. Estimated time of arrival (ETA): _____

4. Estimated time of departure (ETD): _____

5. Previous port of call: _____

6. Next port of call: _____

7. Last port and date when ship-generated waste was delivered: _____

8. Are you delivering (tick appropriate option):

All _____

Some _____

None _____

of your waste into a port reception facility?

Cont/...

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 column as appropriate.

If delivering some or no waste, complete all columns.

Type	Waste to be delivered m ³	Maximum dedicated storage capacity m ³	Amount of waste retained on board m ³	Port at which remaining waste will be delivered	Est. amount of waste to be generated between notification and next port m ³
Waste Oils					
Sludge					
Bilge Water					
Others (specify)					
Garbage					
Food waste					
Plastic					
Other					
Sewage ⁽¹⁾					
Cargo associated waste ⁽²⁾ (specify)					
Cargo residues ⁽²⁾ (specify)					

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) May be estimates.

Notes:

- 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.

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.

Date: _____ Time: _____

Signature: _____

APPENDIX 4

Annex D of MCA MGN 563

**REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACY OF
PORT RECEPTION FACILITIES¹**

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

1. SHIPS PARTICULARS

1.1 Name of Ship _____

1.2 Owner or Operator: _____

1.3 Distinctive Numbers or Letters: _____

1.4 IMO No²: _____

1.5 Gross Tonnage: _____

1.6 Port of Registry: _____

1.7 Flag State³: _____

1.8 Type of Ship (tick appropriate option):

Oil tanker _____ Chemical tanker _____ Bulk carrier _____

Other cargo ship _____ Passenger ship Other (specify) _____

2. PORT PARTICULARS

2.1 Country: _____

2.2 Name of Port or Area: _____

2.3 Location/Terminal Name: (e.g. berth/terminal/jetty) _____

2.4 Name of company operating the reception facility (if applicable): _____

2.5 Type of port operation (tick appropriate option):

Unloading Port _____ Loading Port _____ Shipyard _____

Other (specify) _____

2.6 Date of Arrival: ____/ ____ / ____

2.7 Date of Occurrence: ____ / ____ / ____

2.8 Date of Departure: ____/ ____ / ____

1. This format was approved by the fifty-third session of the Marine Environment Protection Committee in July 2005.

2. In accordance with the IMO ship identification number scheme adopted by the Organization by Assembly resolution A.600(15).

3. The name of the State whose flag the ship is entitled to fly

3. INADEQUACY OF FACILITIES

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

Type of waste	Amount for discharge (m ³)	Amount not accepted (m ³)	Problems encountered
			Indicate the problems encountered by using one or more of the following code letters, as appropriate: A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Vessel had to shift berth involving delays/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2 ⁴)
MARPOL Annex I – related			
Type of oily waste:			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify.....)			
MARPOL Annex II – related			
Category of NLS4 residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV – related			
Sewage			
MARPOL Annex V – related			
Type of garbage:			
Plastic			
Floating dunnage, lining, or packing materials			
Ground paper products, rags, glass, metal, bottles, crockery, etc.			
Cargo residues, paper products, rags, glass, metal, bottles, crockery			
Food waste			
Incinerator, ash			
Other (please specify.....)			
MARPOL Annex VI – related			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

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

3.2 Additional information with regard to the problems identified in the above table.

3.3 Did you discuss these problems or report them to the port reception facility?

Yes _____ No _____ Not applicable _____

If Yes, with whom (please specify) _____

If Yes, what was the response of the port reception facility to your concerns?

3.4 Did you give prior notification (in accordance with relevant port requirements) about the vessel's requirements for reception facilities?

Yes _____ No _____ Not applicable _____

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

Yes _____ No _____ Not applicable _____

4. ADDITIONAL REMARKS/COMMENTS

Sign _____

Master's signature Date: ____ / ____ / ____ (dd/mm/yyyy)

Print Name (Master) _____

APPENDIX 5

USEFUL LINKS

[Eyemouth Harbour Revision Order 2021.](#)

[The International Convention for the Prevention of Pollution from Ships, 1973](#)

[Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter \(imo.org\)](#)

[Environmental Protection Act 1990 \(legislation.gov.uk\)](#)

[MCA Marine Guidance Note MGN 563 - Guidance on the Merchant Shipping and Fishing Vessels \(Port Waste Reception Facilities\) Regulations 2003 and amendments - published July 2020](#)

<https://www.imo.org/en/About/Conventions/Pages/International...>

<https://www.legislation.gov.uk/uksi/2016/1211/made>

<https://www.gov.uk/government/publications/mgn-563-mf-amendment-1-guidance-on-the-merchant-shipping-and-fishing-vessels-port-waste-reception-facilities-regulations-2003>