

**Guidance for Ship Inspections under the  
Port Reception Facilities Directive  
(Directive 2000/59/EC)**

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## ABBREVIATIONS

Abbreviation	In full
CR	Cargo Residues
EMSA	European Maritime Safety Agency
MS	Member State
IMO	International Maritime Organization
IOPP Certificate	International Oil Pollution Prevention Certificate
NSW	National Single Window
PRF	Port Reception Facilities
PRF Directive	Directive 2000/59/EC <b>on Port Reception Facilities for Ship-Generated Waste and Cargo Residues</b>
PSC	Port State Control
SGW	Ship Generated Waste
SSN	SafeSeaNet
WRH Plan	Waste Reception and Handling Plan

This document should be read in conjunction with the text of the PRF Directive, Commission Directive 2007/71/EC, Commission Directive (EU) 2015/2087 amending Annex II to Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues, the Commission Interpretative Guidelines on the Implementation of the PRF Directive (COM 2016/C 115/05) and EMSA's Technical Recommendations on the Implementation of the PRF Directive.

# 1. INTRODUCTION

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## 1.1. Goals and purpose

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The goal of this document is to provide a harmonised approach to the enforcement of Directive 2000/59/EC on **Port Reception Facilities for Ship-Generated Waste and Cargo Residues** (hereafter referred to as 'the PRF Directive')

This guidance has been developed to facilitate Ship Inspections that are presently being undertaken by the European Union Member States (hereafter referred to as MS) to enforce the PRF Directive. It should be noted that DG Move and EMSA are currently developing systems to gather and provide additional pertinent information to help the PRF Inspector efficiently undertake PRF inspections based on the revised advanced notification form format in Directive (EU) 2015/2087<sup>1</sup>. As such new functionalities and information will become available in THETIS-EU. When these functionalities become available EMSA will inform the MS and revise this document accordingly.

The main objective of the PRF Directive is to reduce the discharge of ship-generated waste (hereafter referred to as SGW) and cargo residues (hereafter referred to as CR) into the sea, by requiring that vessels visiting EU ports deliver all SGW to PRF before departure. The PRF Directive also requires vessels to notify the port of the SGW and CR it intends to deliver and pay a fee to cover the costs of port reception facilities and the treatment and disposal of SGW.

## 1.2. Scope of Application

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The PRF Directive applies to all ships of all flags, including fishing vessels and recreational craft, calling at, or operating within, a port of a MS (Article 3).

## 1.3. Preliminary Considerations

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### **Member States enforcement obligations in relation to the Directive**

PRF inspections derive from the obligations placed on the MS in Article 11.1 of the PRF Directive. This states that MS shall ensure that any ship may be subject to an inspection in order to verify that it complies with Articles 7 (the delivery of SGW) and 10 (the delivery of CR).

### **Definitions of SGW and CR**

The terms used in this document are defined in the PRF Directive, which can be found in Appendix I.

## 1.4. Relevant Documentation

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In order to establish whether a ship is in compliance with the requirements of the PRF Directive, the following documentation should be examined as appropriate. An overview of this documentation is provided below:

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<sup>1</sup> Therefore this Guidance is based on the use of the Advanced Waste Notification Form that was revised by Commission Directive 2007/71/EC and is being used at the present time. This is a living document and as the National Single Windows and SafeSeaNet adapt to utilise the Advance Waste Notification Form in Directive (EU) 2015/2087, then this document will be revised accordingly.

i). Documentation required under the PRF Directive

### ***Advanced Waste Notification Form (Article 6 and Annex II)***

Annex II of the PRF Directive<sup>2</sup> sets out the format of the Advanced Waste Notification Form that should be used by the ship. As of the 1 June 2015, electronic reporting through the National Single Windows (hereafter referred to as NSW) of the MS has become mandatory for this notification. This system is also used to exchange information between national authorities via the Union Maritime Information and Exchange System (SafeSeaNet, hereafter referred to as SSN).

The Advance Waste Notification Form being used at the present time includes information on:

- details about the ship, including the ships' name, call sign, IMO identification number and flag State;
- the ships' last and next port of call;
- the ships' last port where SGW has been delivered;
- the types and amounts of SGW the ship has onboard;
- the amount of SGW and CR it intends to deliver to the PRF in port;
- the amount of SGW and CR the ship intends to keep on-board for deliver at the next port of call; and,
- the storage capacity the ship has for each type of SGW.

This document is important to the PRF inspection as it provides the basic information on which the PRF inspection is based. The Advance Waste Notification Form being submitted to the NSW of SSN by ships at the present time has been revised under Commission Directive (EU) 2015/2087. The use of the new form by ships becomes mandatory on 9th December 2016. When the NSW's are adapted to use this new form, additional information will become available on the amount of waste the ship has actually landed in its last port. When this information becomes available this Guidance will be revised.

### ***The Waste Reception and Handling Plan of the Port (Article 5 and Annex I)***

This is a key document for PRF inspections as it sets out the conditions and requirement for the notification, delivery and payment of an indirect fee for the handling and disposal of SGW and CR in the port.

ii). Documentation required under international legislation (MARPOL)

Although not required under the PRF Directive, the following documents, mandatory under international law, will also be relevant in the context of a PRF inspection to verify compliance with the requirements of Directive 2000/59/EC.

### ***Ships' log books***

Under the term of ships' log books, the following documents, as a minimum, are included:

- Oil Record Book Parts I and II;
- Cargo Record Book;
- records of navigational activities;
- engine logbooks; and,
- Garbage Record Book, Part I and II
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<sup>2</sup> The Advance Waste Notification Form was been revised under Commission Directive 2007/71/EC and Commission Directive (EU) 2015/2087, to align it with firstly the entry into force of the revised MARPOL Annex IV and secondly to include the new categorisation of waste in the revised MARPOL Annex V and to provide space to include information on the amount a ship has landed at the last port of call that it landed waste in. Ships should use the new form stipulated in this Directive (EU) 2015/2087 from 9<sup>th</sup> December 2016.

- **Oil Record Book and Cargo Record Book**

Every ship of 400GT and above and every Oil Tanker of 150GT and above must have an Oil Record Book Part I (Machinery space operations) and every Oil Tanker of 150GT and above must have a Oil Record Book, Part II (Cargo/ballast operations) on board. All chemical tankers must also have a cargo record book on-board. Entries in the Oil Record Book and the Cargo Record Book should be drawn up at least in English or French or Spanish.

The Oil Record Book and Cargo Record Book shall be kept on board the ship in such a place as to be readily available for inspection. It shall be preserved for a period of three years after the last entry has been made. For compliance verification with the Directive, the Oil Record Book, and when applicable, the Cargo Record Book, is therefore an essential part of the PRF inspection.

- **Records of navigational activities**

Records of navigational activities must be kept on board all ships of 150GT and above, engaged on international voyages and on all other ships of 500GT and above (excluding fishing vessels). In addition, each ship of 500GT and above, in the case where the voyage exceeds 48 hours, must submit a daily report to its company, which shall retain this and all subsequent daily reports for the duration of the voyage. The reports shall contain, as a minimum, the following information:

- the ship's position;
- the ship's course and speed; and,
- details of any external or internal conditions that are affecting the ship's voyage or the normal safe operation of the ship.

The above information is essential to obtain a complete record of the voyage, which may be used during the PRF Inspection. Studying these documents should allow the PRF inspector to gain an understanding of whether the operations on the vessel match up with the operational plans on-board and whether the vessel has met its requirements under the PRF Directive especially for the delivery of sewage and ships that have an exemption.

- **Garbage Record Book**

Every ship of 400GT and above and every ship which is certified to carry 15 persons or more engaged in international voyages is to have a Garbage Record Book which is split into 2 parts. Part I for recording the management of all garbage, and Part II for recording the management of all cargo residues. The Garbage Record Book, whether as a part of the ship's official log-book or otherwise, is to be in the form specified in Appendix II of MARPOL Annex V and be completed at least in English, French or Spanish.

Each discharge into the sea or to a reception facility, or a completed incineration, shall be promptly recorded in the Garbage Record Book and signed for on the date of the discharge or incineration by the officer in charge. It should be noted that receipts must be kept on board the ship with the Garbage Record Book for two years and the amount of garbage on board should be estimated in cubic metres. The Garbage Record Book contains many references to the estimated amount of garbage and it is recognized that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will also differ before and after processing and some processing procedures may not allow for a usable estimate of volume, e.g. the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.

The Garbage Record Book is an essential document for the PRF Inspection as it contains the entire history of garbage management on board the ship.

## **Garbage Management Plan**

Every ship of 100GT and above, and every ship which is certified to carry 15 persons or more, is to carry a garbage management plan which provides written procedures for collecting, storing, processing and disposing of garbage, including the use of waste management equipment on board. It shall also designate the person in charge of carrying out the plan and is written in the working language of the crew. This document is also relevant to the PRF Inspection as it sets out the way garbage is managed on the ship, and will therefore contain information that will support the assessment of storage capacity on board.

## **International Sewage Pollution Prevention Certificate**

This certificate to be kept by ships 400GT or more, or less than 400GT and certified to carry more than 15 persons engaged in an international voyage. This certificate is to show that the Sewage Treatment Plant, the comminuting and maceration system or holding tank has been examined and satisfactorily tested in accordance with the IMO operational requirements. This certificate also gives the capacity of any sewage holding tanks on the vessel. This document will be important to assess what equipment the ship has on board, how sewage is treated and managed on-board the ship, and therefore, whether sewage on board ships should have been delivered in port.

## **International Oil Pollution Prevention Certificate (IOPP Certificate) and the Supplement to the International Oil Pollution Prevention Certificate**

The IOPP Certificate provides a record of construction and equipment for oil tankers, ships other than an oil tanker with cargo tanks coming under regulation 2.2 of Annex I of MARPOL and all ships other than any of the above. The Certification states information on the capacity of:

- oil residue (sludge) tanks;
- holding tank(s) for the total retention on board of all oily bilge water;
- holding tank(s) for the total retention on board of oil residue (sludge) tanks;
- any incinerator for oil residues;
- any auxiliary boiler suitable for burning oil residues;
- tanks for mixing oil residues with fuel oil, capacity; and,
- any other acceptable means for the disposal of residues in addition to the provisions of sludge tanks.

The IOPP Certificate shall be at least in English, French or Spanish

## **International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate) and the Procedures and Arrangements Manual**

The NLS Certificate provides a record of construction and equipment for chemical tankers coming under regulation 2 of Annex II of MARPOL. The procedures and arrangements manual provides information on the tank cleaning equipment and the cleaning arrangements to be applied on the respective ship in order to comply with any prewash requirement stipulated for specific cargoes under MARPOL Annex II.

The NLS Certificate shall be at least in English, French or Spanish

iii). Other Documentation

### **Receipts, if available**

Although it is not a requirement of either EU or international regulation, receipts are often provided by the PRF or waste contractors directly to the ship on receipt of SGW and CR. It should be noted that garbage receipts should be kept on board the ship with the Garbage Record Book for two years and receipts of delivered waste oils (sludge,

oily bilge water) should be kept on board the ship with the Oil Record Book. Receipts will be invaluable as proof of delivery to PRF.

### Other capacity documentation

Some flag States require other certification to record the capacity of holding tanks. If required, these should be readily available on the ship.

## 2. PRF INSPECTION

Article 11.(1) of the PRF Directive states that “MS shall ensure that any ship may be subject to an inspection in order to verify that it complies with Articles 7 and 10 ....”. Therefore, the main issues concerning enforcement focus on the delivery of SGW and CR and the inherent mechanisms that are linked to delivery, such as notification. MS also have to be ready to respond appropriately to non-conformity reports from the ship’s previous port of call.

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### 2.1. Preparations for PRF Inspections

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PRF inspectors should be conversant with the requirement of the PRF Directive, relevant national legislation and how these relate to the IMO Conventions and Guidelines.

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### 2.2. Ship Selection

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Article 11(2) states that in selecting ships for inspection, MS shall pay particular attention to

- ships which have not complied with the notification requirements in Article 6;
- ships for which the examination of the information provided by the master in accordance with Article 6 has revealed other grounds to believe that the ship does not comply with the PRF Directive; and,
- ships that have proceeded to sea without having complied with Articles 7 or 10 from the previous port, following a notification from the competent authorities in the previous port.

Thus the information from the Advanced Waste Notification Form will be key for selecting ships for inspection. The information on which ships are due in a port and their PRF inspection history can be retrieved from the NSW or THETIS-EU by the PRF inspector. THETIS-EU will also provide an alert if the ship has not used the NSW of the MS to transmit its Advanced Waste Notification Form.

Appendix II provides further information on the recommended methodology for assessing the Advanced Waste Notification Form and guidance for selecting ships for inspection.

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### 2.3. Ship Information

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Before boarding, relevant information about the ship may be obtained from THETIS-EU, the Advanced Waste Notification Form and other sources such as the NSW. This should include, at a minimum, information on:

- ship particulars<sup>3</sup> (i.e. IMO number, type, flag, age of ship and tonnage);
- the last and next port of call; and,
- arrival and departure times

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<sup>3</sup> This information may be obtained from the ship’s statutory certificates, if applicable, or from any national certificates and documents in the case of non-MARPOL Convention ships.

The Advanced Waste Notification Form can be obtained from the NSW of each MS or from THETIS-EU. Copies of previous Advanced Waste Notification Forms can be requested through SafeSeaNet by using the NSW or through THETIS-EU. Further information on the ship or its previous and future journeys, may directly be obtained from Port Authorities or the ship's agent.

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## 2.4. WASTE INFORMATION

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During the pre-boarding phase, significant information about the ship should be collected in order to be verified once on board:

- the amount of SGW and CR the ship has notified that it has on board and will deliver to PRF. This information can be obtained from the Advanced Waste Notification Form;
- how much SGW and CR<sup>4</sup> the ship has previously notified that it intends to deliver in the present port as the ship had sufficient storage on-board to deliver their SGW at the next port of call. This information can be obtained from the previous Advanced Waste Notification Form;
- how much SGW and CR the ship intends to keep on-board after this port call. This information can be obtained from the Advanced Waste Notification Form;
- the storage capacity for each type of SGW and CR on-board the ship<sup>5</sup>. This information can also be obtained from the Advanced Waste Notification Form. and,
- information on the cargo should be collected in order to be verified on board. On a chemical tanker, this should include whether the cargo is classified as category X or Y (high viscous, solidifying) under MARPOL Annex II and for a bulk carrier, whether the cargo is hazardous to the marine environment. This information can be obtained from the cargo documents which can be requested through the ships' agent.

It should be noted that fishing vessels or recreational craft authorised to carry no more than 12 passengers are exempted from the requirements to notify using the Advanced Waste Notification Form. In addition, a ship may not have to notify its sewage if it has the intention to make an authorised discharge at sea<sup>6</sup>, as specified in the footnote 1 to Annex II to the PRF Directive.

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## 2.5. Inspection of the Advanced Waste Notification Form for SGW

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The PRF Inspection should check whether the pre-arrival notification to the port has fulfilled Article 6.1 of the PRF Directive. The PRF inspector firstly should ask to see the latest Advanced Waste Notification Form to ensure it is the same as the form submitted through the NSW. In addition the PRF inspector should check previous Advanced Waste Notifications Forms to ensure that notification has been occurring regularly.

During this process the PRF inspector should check if the present Advanced Waste Notification Form:

- is present on-board the ship;
- has been filled in appropriately with information on the SGW produced by the ship;
- is correct for the relevant types of SGW and CR;
- has been submitted through the NSW;
- has notified the same waste storage capacities as stated in the Garbage Management Plan, the Supplement to the IOPP Certificate and the International Sewage Pollution Prevention Certificate and,
- was transmitted:
  - 24 hrs prior to arrival when the next port of call was known by the ship;

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<sup>4</sup> Please note the amounts of CR are likely to be estimations as the amounts will depend on the methods used to unload the cargo, which vary from port to port.

<sup>5</sup> When the Advance Waste Notification Form has been revised under Commission Directive (EU) 2015/2087 information will become available on the amount of waste the ship has actually landed in the last port it visited.

<sup>6</sup> According to MARPOL Annex IV, sewage may be discharged at sea under the conditions set out in Regulation 11.



- as soon as the next port of call was known by the ship when this was less than 24 hrs prior to arrival; or,
- as soon as the vessel left port, when the duration of the voyage was less than 24 hrs.

Based on this information, if the PRF inspector decides that the ship has not notified in the way expected by the PRF Directive, then the inspector should take relevant enforcement action (see Section 2.9).

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## 2.6. *Inspection of the Delivery of SGW and CR in the Port*

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The PRF Directive contains an obligation for ships to deliver SGW in each port. Therefore:

- If the PRF inspection takes place after delivery of the SGW and CR, the PRF inspector should check the details in the Advanced Waste Notification Form, scrutinise the Oil and Garbage Record Books, the ship's logs and any receipts the PRF inspector to ascertain if:
  - delivery of the pre-notified SGW and CR did occur; and
  - the delivery was complete.

This information may also be collected from the PRF in the port as appropriate, prior to boarding the vessel; or,

- If the PRF inspection takes place before delivery of the SGW and CR, the PRF inspector should check whether:
  - the Advanced Waste Notification Form has been submitted;
  - the Advanced Waste Notification Form is in line with a visual inspection of the SGW and CR on-board;
  - the ship is preparing for SGW and CR to be delivered;
  - the ship has been informed by the port, the ship's agent, the PRF or the waste contractor, that transport will arrive at the ship with suitable PRF at a certain time;
  - if appropriate, the ship's agent has arranged for the ship to be serviced by PRF or a waste contractor; and,
  - there have been no previous problems with the ship delivering its SGW or CR.

If the PRF inspector decides that the ship is not ready to deliver the SGW and/or CR it has notified on the Advanced Waste Notification Form, or no action has been taken to ensure this SGW and CR will be delivered, then the inspector should take relevant enforcement action (see Section 2.9).

The PRF Directive provides an exception for delivery of all SGW when the ship has sufficient storage capacity to keep SGW on-board until the next port of call<sup>7</sup>. The PRF inspector will therefore have to decide whether the ship has sufficient capacity on-board for this waste and the waste likely to be produced on the next voyage. The EMSA Technical Recommendations provides the MS with various calculation methods on how to calculate the sufficient storage capacity<sup>8</sup>. These can be found in Appendix III.

Through inspection of the capacities outlined in the Garbage Management Plan, the Advanced Waste Notification Form and through visual observation the PRF inspector should ascertain:

- whether the ship has notified that it will keep SGW on-board;
- the amount of SGW that the ship has declared that it will keep on-board is accurate; and,
- that the remaining capacity on-board is adequate, in line with MS or EMSA guidance;

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<sup>7</sup> It should be noted that the next port of call is the next port the ship calls at. Even if the ship intends to land their SGW at subsequent ports, they will still have to notify how much SGW they intend to keep on board at every port, so the MS can assess whether there is sufficient storage capacity on board for each voyage.

<sup>8</sup> The MS should decide on how the inspector should decide or calculate whether sufficient capacity is available and provide appropriate guidance to PRF inspectors.

If the PRF inspector decides that the ship does not have sufficient capacity to store the SGW to be kept on-board and the SGW produced on the next voyage, then the inspector should take relevant enforcement action (see Section 2.9)..

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## 2.7. Actions Stemming from Non-Compliance in the Previous Port

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When there is clear evidence that a ship has proceeded to sea from the previous port without having complied with Articles 7 or 10, (Article 11.(2) d of the PRF Directive) PRF inspectors may be called on to visit a ship and inspect its historic documentation to ensure that:

- notification of SGW and CR did actually occur in the previous port and the Advanced Waste Notification Form for that port has been kept on-board the ship. This can be ascertained by studying the Advanced Waste Notification for the previous port;
- there was a delivery of SGW in the previous port and no illegal discharge to the sea had been carried out. This can be deduced by comparing the details in the Advanced Waste Notification Form for the previous port, against the current notification, entries in the Record Books or from any receipts that may have been given to the ship;
- any SGW kept on-board the ship for delivery at the next port was delivered to the next port of call (or was declared again on the Advanced Waste Notification Form for delivery at the current port, or for delivery at the next port of call);
- the amounts of SGW and/or CR notified and delivered were similar. Again, this can be deduced by comparing the details in the Advanced Waste Notification Form for the previous port, against the entries in the Record Books or from any receipts that may have been given to the ship; and,
- there were no other anomalies in the SGW and CR management and delivery in the previous port.

The results of any inspection undertaken following a request by another MS, or based on the ships behaviour in another port, should be reported back to the competent authorities making the original request, entered into THETIS-EU and the appropriate enforcement action should be taken (see Section 2.9).

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## 2.8. Exempted Ships

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PRF inspectors may also be requested to inspect ships that have been exempted, or claiming to be exempted, from notifying, delivering or paying a fee for their SGW (or any mixture of notifying, delivering or paying a fee) under Article 9 of the PRF Directive. In order to verify that the exemption is valid for the ship, the PRF inspector should:

- ask the Master of the ship for the Exemption Certificate to ensure it is on the vessel;
- ensure that the Exemption Certificate is complete, is valid and is signed by the a competent body from the MS. Please note, exemptions cannot be given by one MS for a port in another MS;
- ensure that the Exemption Certificate is applicable to the ship being inspected;
- ensure that the conditions and requirements of the exemption <sup>9</sup>(i.e. arrangements that the SGW is being notified, delivered and fee is paid in at least one port along the ship's route) are being fulfilled by inspecting the Oil and Garbage Record Books, other ship's logs and receipts;
- ensure that any deviations from the route were made because of force majeure;
- ensure that if the exemption has been temporarily passed to another ship, due to maintenance, that the conditions of this substitution are in line with those stated on the certificate; and,
- ensure that SGW has been delivered to the PRF in the nominated port en-route.

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<sup>9</sup> Please see the Commission Interpretative Guidelines, COM 2016/C 115/05 for further details

If the PRF inspector decides that the ship is not operating in line with the exemption certificate then the inspector should take relevant enforcement action (see Section 2.9).

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## 2.9. *Enforcement action and Penalties*

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The inspector has numerous enforcement tools that can be used to ensure compliance with the PRF Directive once a non-compliance has been identified based on the checklists above. These range from:

- a warning or simple request to comply with any non-conformity, such as re-notification;
- a formal request to deliver SGW before the vessel leaves, for example when there is insufficient storage capacity for the ship's SGW for the next journey;
- holding the ship to ensure notification and delivery of all or part of the SGW. However, if this happens then the flag State of the ship should be informed in order to follow international practice during survey and inspection. If a ship leaves without notifying and/or delivering its SGW, or without following an enforcement request then the next port of call should be notified through SSN; and,
- penalties as per the provisions in national legislation and for more serious cases a legal case can be initiated against the master of the ship based on the provisions of the MS national legislation. If the non-conformity is also a deficiency under MARPOL regulations the PSC authority should also be informed.

The use of when and how to use these enforcement rules and penalties are at the discretion of the PRF inspector, following guidance from the competent authority. A full list of non-compliances and potential actions that could be taken under the PRF Directive can be found in Appendix IV.

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## 2.10. *Reporting the Findings of the PRF Inspection*

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The results of all PRF inspections should be reported in THETIS-EU, the dedicated module in THETIS supporting the enforcement of the PRF Directive. Along with the outcome of the inspection, other ship specific information should be inserted in THETIS-EU which could be of relevance for future inspections.

## **APPENDIX I: Articles and Annexes of the PRF Directive**

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

#### **Article 1 Purpose**

The purpose of this Directive is to reduce the discharges of ship-generated waste and cargo residues into the sea, especially illegal discharges, from ships using ports in the Community, by improving the availability and use of port reception facilities for ship-generated waste and cargo residues, thereby enhancing the protection of the marine environment.

#### **Article 2 Definitions**

For the purpose of this Directive:

- (a) "ship" shall mean a seagoing vessel of any type whatsoever operating in the marine environment and shall include hydrofoil boats, air-cushion vehicles, submersibles and floating craft;
- (b) "Marpol 73/78" shall mean the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as in force at the date of adoption of this Directive;
- (c) "ship-generated waste" shall mean all waste, including sewage, and residues other than cargo residues, which are generated during the service of a ship and fall under the scope of Annexes I, IV and V to Marpol 73/78 and cargo-associated waste as defined in the Guidelines for the implementation of Annex V to Marpol 73/78;
- (d) "cargo residues" shall mean the remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures and cleaning operations are completed and shall include loading/unloading excesses and spillage;
- (e) "port reception facilities" shall mean any facility, which is fixed, floating or mobile and capable of receiving ship-generated waste or cargo residues;
- (f) "fishing vessel" shall mean any ship equipped or used commercially for catching fish or other living resources of the sea;
- (g) "recreational craft" shall mean a ship of any type, regardless of the means of propulsion, intended for sports or leisure purposes;
- (h) "port" shall mean a place or a geographical area made up of such improvement works and equipment as to permit, principally, the reception of ships, including fishing vessels and recreational craft.

Without prejudice to the definitions in points (c) and (d), "ship-generated waste" and "cargo residues" shall be considered to be waste within the meaning of Article 1(a) of Council Directive 75/442/EEC of 15 July 1975 on waste(8).

#### **Article 3 Scope**

This Directive shall apply to:

- (a) all ships, including fishing vessels and recreational craft, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service; and
- (b) all ports of the Member States normally visited by ships falling under the scope of point (a).

Member States shall take measures to ensure that ships which are excluded from the scope of this Directive under point (a) of the preceding paragraph deliver their ship-generated waste and cargo residues in a manner consistent, in so far as is reasonable and practicable, with this Directive.

**Article 4 Port reception facilities**

1. Member States shall ensure the availability of port reception facilities adequate to meet the needs of the ships normally using the port without causing undue delay to ships.
2. To achieve adequacy, the reception facilities shall be capable of receiving the types and quantities of ship-generated waste and cargo residues from ships normally using that port, taking into account the operational needs of the users of the port, the size and the geographical location of the port, the type of ships calling at that port and the exemptions provided for under Article 9.
3. Member States shall establish procedures, in accordance with those agreed by the International Maritime Organization (IMO), for reporting to the port State alleged inadequacies of port reception facilities.

**Article 5 Waste reception and handling plans**

1. An appropriate waste reception and handling plan shall be developed and implemented for each port following consultations with the relevant parties, in particular with port users or their representatives, having regard to the requirements of Articles 4, 6, 7, 10 and 12. Detailed requirements for the development of such plans are set out in Annex I.
2. The waste reception and handling plans referred to in paragraph 1 may, where required for reasons of efficiency, be developed in a regional context with the appropriate involvement of each port, provided that the need for, and availability of, reception facilities are specified for each individual port.
3. Member States shall evaluate and approve the waste reception and handling plan, monitor its implementation and ensure its re-approval at least every three years and after significant changes in the operation of the port.

**Article 6 Notification**

1. The master of a ship, other than a fishing vessel or recreational craft authorised to carry no more than 12 passengers, bound for a port located in the Community shall complete truly and accurately the form in Annex II and notify that information to the authority or body designated for this purpose by the Member State in which that port is located:

- (a) at least 24 hours prior to arrival, if the port of call is known; or
- (b) as soon as the port of call is known, if this information is available less than 24 hours prior to arrival; or
- (c) at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

Member States may decide that the information will be notified to the operator of the port reception facility, who will forward it to the relevant authority.

2. The information referred to in paragraph 1 shall be kept on board at least until the next port of call and shall upon request be made available to the Member States' authorities.

**Article 7 Delivery of ship-generated waste**

1. The master of a ship calling at a Community port shall, before leaving the port, deliver all ship-generated waste to a port reception facility.
2. Notwithstanding paragraph 1, a ship may proceed to the next port of call without delivering the ship-generated waste, if it follows from the information given in accordance with Article 6 and Annex II, that there is sufficient dedicated storage capacity for all ship-generated waste that has been accumulated and will be accumulated during the intended voyage of the ship until the port of delivery.

If there are good reasons to believe that adequate facilities are not available at the intended port of delivery, or if this port is unknown, and that there is therefore a risk that the waste will be discharged at sea, the Member State shall take all necessary measures to prevent marine pollution, if necessary by requiring the ship to deliver its waste before departure from the port.

3. Paragraph 2 shall apply without prejudice to more stringent delivery requirements for ships adopted in accordance with international law.

### **Article 8 Fees for ship-generated waste**

1. Member States shall ensure that the costs of port reception facilities for ship-generated waste, including the treatment and disposal of the waste, shall be covered through the collection of a fee from ships.

2. The cost recovery systems for using port reception facilities shall provide no incentive for ships to discharge their waste into the sea. To this end the following principles shall apply to ships other than fishing vessels and recreational craft authorised to carry no more than 12 passengers:

(a) all ships calling at a port of a Member State shall contribute significantly to the costs referred to in paragraph 1, irrespective of actual use of the facilities. Arrangements to this effect may include incorporation of the fee in the port dues or a separate standard waste fee. The fees may be differentiated with respect to, inter alia, the category, type and size of the ship;

(b) the part of the costs which is not covered by the fee referred to in subparagraph (a), if any, shall be covered on the basis of the types and quantities of ship-generated waste actually delivered by the ship;

(c) fees may be reduced if the ship's environmental management, design, equipment and operation are such that the master of the ship can demonstrate that it produces reduced quantities of ship-generated waste.

3. In order to ensure that the fees are fair, transparent, non-discriminatory and reflect the costs of the facilities and services made available and, where appropriate, used, the amount of the fees and the basis on which they have been calculated should be made clear for the port users.

4. The Commission shall, within three years of the date referred to in Article 16(1), submit a report to the European Parliament and to the Council, evaluating the impact of the variety of cost recovery systems adopted in accordance with paragraph 2 on the marine environment and waste flow patterns. This report shall be drawn up in liaison with the competent authorities of the Member States and representatives of ports.

The Commission shall, if necessary in the light of this evaluation, submit a proposal to amend this Directive by the introduction of a system involving the payment of an appropriate percentage, of no less than one third, of the costs referred to in paragraph 1 by all ships calling at a port of a Member State irrespective of actual use of the facilities, or an alternative system with equivalent effects.

### **Article 9 Exemptions**

1. When ships are engaged in scheduled traffic with frequent and regular port calls and there is sufficient evidence of an arrangement to ensure the delivery of ship-generated waste and payment of fees in a port along the ship's route, Member States of the ports involved may exempt these ships from the obligations in Article 6, Article 7(1) and Article 8.

2. Member States shall inform the Commission of exemptions granted in accordance with paragraph 1 on a regular basis, at least once a year.

### **Article 10 Delivery of cargo residues**

The master of a ship calling at a Community port shall ensure that cargo residues are delivered to a port reception facility in accordance with the provisions of Marpol 73/78. Any fee for delivery of cargo residues shall be paid by the user of the reception facility.

### **Article 11 Enforcement**

1. Member States shall ensure that any ship may be subject to an inspection in order to verify that it complies with Articles 7 and 10 and that a sufficient number of such inspections is carried out.

2. For inspections concerning ships other than fishing vessels and recreational craft authorised to carry no more than 12 passengers:

(a) in selecting ships for inspection, Member States shall pay particular attention to:

- ships which have not complied with the notification requirements in Article 6;
  - ships for which the examination of the information provided by the master in accordance with Article 6 has revealed other grounds to believe that the ship does not comply with this Directive;
- (b) such inspection may be undertaken within the framework of Directive 95/21/EC, when applicable; whatever the framework of the inspections, the 25 % inspection requirement set out in that Directive shall apply;
- (c) if the relevant authority is not satisfied with the results of this inspection, it shall ensure that the ship does not leave the port until it has delivered its ship-generated waste and cargo residues to a port reception facility in accordance with Articles 7 and 10;
- (d) when there is clear evidence that a ship has proceeded to sea without having complied with Articles 7 or 10, the competent authority of the next port of call shall be informed thereof and such a ship shall, without prejudice to the application of the penalties referred to in Article 13, not be permitted to leave that port until a more detailed assessment of factors relating to the ship's compliance with this Directive, such as the accuracy of any information provided in accordance with Article 6, has taken place.
3. Member States shall establish control procedures, to the extent required, for fishing vessels and recreational craft authorised to carry no more than 12 passengers to ensure compliance with the applicable requirements of this Directive.

## **Article 12 Accompanying measures**

### 1. Member States shall:

- (a) take all necessary measures to ensure that masters, providers of port reception facilities and other persons concerned are adequately informed of the requirements addressed to them under this Directive and that they comply with them;
- (b) designate appropriate authorities or bodies for performing functions under this Directive;
- (c) make provision for cooperation between their relevant authorities and commercial organisations to ensure the effective implementation of this Directive;
- (d) ensure that the information notified by masters in accordance with Article 6 be appropriately examined;
- (e) ensure that the formalities relating to the use of port reception facilities are simple and expeditious in order to create an incentive for the master to use port reception facilities and to avoid undue delays to ships;
- (f) ensure that the Commission is provided with a copy of the allegations of inadequate port reception facilities referred to in Article 4(3);
- (g) ensure that the treatment, recovery or disposal of ship-generated waste and cargo residues shall be carried out in accordance with Directive 75/442/EEC and other relevant Community waste legislation, in particular Council Directive 75/439/EEC of 16 June 1975 on the disposal of waste oils(9) and Council Directive 91/689/EEC of 12 December 1991 on hazardous waste(10).
- (h) ensure in accordance with their national legislation that any party involved in the delivery or reception of ship-generated waste or cargo residues can claim compensation for damage caused by undue delay.

2. Delivery of ship-generated waste and cargo residues shall be considered as release for free circulation within the meaning of Article 79 of Council Regulation (EEC) No 2913/92 of 12 October 1992 establishing the Community Customs Code(11). The customs authorities shall not require the lodging of a summary declaration in accordance with Article 45 of the Community Customs Code.

3. Member States and the Commission shall co-operate in establishing an appropriate information and monitoring system, covering at least the whole of the Community, to:

- improve the identification of ships which have not delivered their ship-generated waste and cargo residues in accordance with this Directive,

- ascertain whether the goals set in Article 1 of the Directive have been met.

4. Member States and the Commission shall cooperate in establishing common criteria for identifying ships referred to in Article 8(2)(c).

### **Article 13 Penalties**

Member States shall lay down a system of penalties for the breach of national provisions adopted pursuant to this Directive and shall take all the measures necessary to ensure that those penalties are applied. The penalties thus provided shall be effective, proportionate and dissuasive.

### **Article 14 Regulatory Committee**

1. The Commission shall be assisted by the Committee set up pursuant to Article 12(1) of Directive 93/75/EEC(12), hereinafter referred to as "the Committee".

2. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

### **Article 15 Amendment procedure**

The Annexes to this Directive, the definition in Article 2(b), references to Community instruments and references to IMO instruments may be amended in accordance with the procedure laid down in Article 14(2) in order to bring them into line with Community or IMO measures which have entered into force, insofar as such amendments do not broaden the scope of this Directive.

Furthermore, the Annexes to this Directive may be amended in accordance with that procedure when necessary to improve the regime established by this Directive, insofar as such amendments do not broaden the scope of this Directive.

### **Article 16 Implementation**

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before 28 December 2002 and forthwith inform the Commission thereof.

However, as far as sewage as referred to in Article 2(c) is concerned, the implementation of this Directive shall be suspended until 12 months after the entry into force of Annex IV to Marpol 73/78, while respecting the distinction made in this convention between new and existing ships.

2. When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their official publication. The methods of making such a reference shall be laid down by Member States.

### **Article 17 Evaluation**

1. Member States shall submit to the Commission a status report concerning the implementation of this Directive every three years.

2. The Commission shall submit an evaluation report on the operation of the system as provided for in this Directive to the European Parliament and the Council, on the basis of the reports of the Member States as provided for in paragraph 1 together with proposals as necessary, concerning the implementation of this Directive.

### **Article 18 Entry into force**

This Directive shall enter into force on the day of its publication in the Official Journal of the European Communities.

### **Article 19 Addressees**

This Directive is addressed to the Member States.



Done at Brussels, 27 November 2000.  
For the European Parliament  
The President  
N. Fontaine  
For the Council  
The President  
L. Fabius

## **ANNEX I**

### **REQUIREMENTS FOR WASTE RECEPTION AND HANDLING PLANS IN PORTS**

(as referred to in Article 5)

Plans shall cover all types of ship-generated waste and cargo residues originating from ships normally visiting the port and shall be developed according to the size of the port and the types of ships calling at that port.

The following elements shall be addressed in the plans:

- an assessment of the need for port reception facilities, in light of the need of the ships normally visiting the port;
- a description of the type and capacity of port reception facilities;
- a detailed description of the procedures for the reception and collection of ship-generated waste and cargo residues;
- description of the charging system;
- procedures for reporting alleged inadequacies of port reception facilities;
- procedures for ongoing consultations with port users, waste contractors, terminal operators and other interested parties; and
- type and quantities of ship-generated waste and cargo residues received and handled.

In addition, the plans should include:

- a summary of relevant legislation and formalities for delivery;
- identification of a person or persons to be responsible for the implementation of the plan;
- a description of the pre-treatment equipment and processes in the port, if any;
- a description of methods of recording actual use of the port reception facilities;
- a description of methods of recording amounts of ship-generated waste and cargo residues received; and
- a description of how the ship-generated waste and cargo residues are disposed of.

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 is presumed if the procedures are in compliance with the Council Regulation (EEC) No 1836/93 of 29 June 1993 allowing voluntary participation by companies in the industrial sector in a Community eco-management and audit scheme(1).

Information to be made available to all port users:

- brief reference to fundamental importance of proper delivery of ship-generated waste and cargo residues;
- location of port reception facilities applicable to each berth with diagram/map;
- list of ship-generated waste and cargo residues normally dealt with;

- list of contact points, the operators and the services offered;
- description of procedures for delivery;
- description of charging system; and
- procedures for reporting alleged inadequacies of port reception facilities.

**Annex II** (please note this was updated by Commission Directive 2007/71/EC and Directive (EU) 2015/2087. The version below is from Commission Directive 2007/71/EC as the latter has yet to come into force. Once this happens and the information from this form is available through the Nsw to PRF Inspectors, then this Guidance will be revised accordingly)

**INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT OF.....**  
(Port of destination as referred to in Article 6 of Directive 2000/59/EC)

1. Name, call sign and, where appropriate, IMO identification number of the ship:
2. Flag State:
3. Estimated time of arrival (ETA):
4. Estimated time of departure (ETD):
5. Previous port of call:
6. Next port of call:
7. Last port and date when ship-generated waste was delivered:
8. Are you delivering  
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 column as appropriate.  
If delivering some or no waste, complete all columns.*

Type	Waste to be delivered m3	Maximum dedicated storage capacity m3	Amount of waste retained on board m3	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call m3
<b>Waste oils</b>					
Sludge					

Bilge water					
Others (specify)					
<b>Garbage</b>					
Food waste					
Plastic					
Other					
<b>Sewage (1)</b>					
<b>Cargo-associated waste (2)</b> (specify)					
<b>Cargo residues (2)</b> (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. Member States will determine which bodies will receive copies of this notification.
- 3. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000/59/EC.

I confirm that

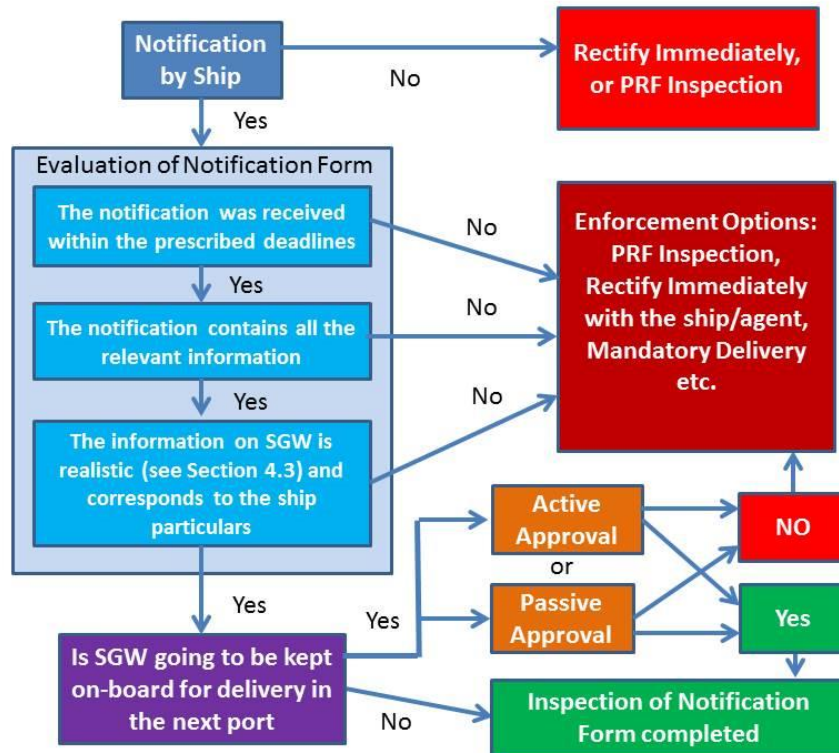
the above details are accurate and correct and  
there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.

Date .....

Time .....

Signature .....

**APPENDIX II – Recommended Methodology for Assessing the Advanced Waste Notification Form and Guidance on Selecting a Ship for Inspection**  
(from EMSA’s Technical Recommendations for the Implementation of the PRF Directive)



**Guidance on Selecting a Ship for Inspection**

Based on the ships in port and the information provided by THETIS-EU, a ship may be selected for a PRF Inspection by the MS. The decision as to which ships should be inspected lies with the MS and may be based on numerous factors, including when:

- ships have not complied with the advanced notification requirements in Article 6;
- there is clear evidence, through an alert from the last port of call via SSN that a ship has proceeded to sea without having complied with Articles 7 or 10. The PRF Directive indicates that such ships should not be permitted to leave the port until a more detailed assessment of factors relating to the ship's compliance with this Directive, such as the accuracy of any information provided in accordance with Article 6, has taken place;
- there is clear evidence, based on the information in the latest and previous Advanced Waste Notification Forms, that the ship does not have sufficient storage capacity on board for its present and future voyages and should be made to deliver its SGW and/or CR;
- ships subject to any other non-compliance alert from a third party, especially an alert from the port, PRF or waste contractor that the SGW and/or CR have not been landed. Any alerts should be investigated to determine whether a ship should be inspected;
- ships identified by the MS during the active or passive examination of the Advanced Waste Notification Form that they require an inspection to verify or collect further information in order to authenticate any submitted data; and,
- ships for which the examination of the information provided by the master in accordance with Article 6 has revealed other grounds to believe that the ship does not comply with the PRF Directive.

## **APPENDIX III – Methods for Calculating Sufficient Storage Capacity** (from EMSA’s Technical Recommendations for the Implementation of the PRF Directive)

### **1).Method 1 for oily wastes, garbage and sewage**

This methodology uses an arithmetic assessment based on the sum of SGW amounts retained on board and the amount estimated to be generated until the next port of delivery, in relation to the maximum storage capacity. The resulting percentage indicating the Used Waste Capacity (UWC) at the end of the voyage should not exceed 75% of the maximum storage capacity:

$$UWC_{FINAL} (\%) = \frac{(A + E)}{M} \times 100$$

where:

A – Amount of the individual waste type retained on board (m<sup>3</sup>),

E – Estimated amount of waste to be generated between advanced notification and next port of call, care must be taken to ensure this figure is realistic - please see Section 4.3 below.

M - Maximum dedicated storage capacity (m<sup>3</sup>).

All this information can be obtained from the Port Waste Notification Form

### **1).Method 2 for oily wastes, garbage and sewage**

This method expresses the Used Waste Capacity at the beginning of the voyage as a percentage of maximum dedicated storage capacity.

$$UWC_{BEGINNING}(\%) = \frac{A}{M} \times 100 (\%),$$

where:

A – Amount of the individual waste type retained on board (m<sup>3</sup>), and

M - Maximum dedicated storage capacity (m<sup>3</sup>).

As a general rule the dedicated storage capacity is sufficient when the  $UWC_{BEGINNING}$  is less than 25% (i.e. storage tanks are less than 25% full). In case of ships involved in the liner trade/short-sea shipping the UWC should be less than 50% (i.e. storage tanks less than 50% full).

#### **2.1 Method 2 - Threshold variations**

Other methodologies have been suggested as thresholds for Method 2 based on trading patterns and type of waste. These take into account a safety margin looking at the intended voyage and the SGW to be accumulated, measured at the port of departure.

Next port of call	Annex I <sup>1</sup>	Annex IV	Annex V <sup>2</sup>
Next port EU <sup>3</sup> -port	The master can refrain from delivery of sludge and/or bilge water if at least 25% tank capacity remains for this type of waste.	The master can refrain from delivery of annex IV waste if at least 25% tank capacity remains for this type of waste.	The master can refrain from delivery of annex V waste if at least 75% capacity remains for this type of waste.
Next port not an EU <sup>3</sup> -port and/or the next port unknown	The master can refrain from delivery of sludge and/or bilge water if at least 75% tank capacity remains for this type of waste.	The master can refrain from delivery of annex IV waste if at least 25% tank capacity is left for this type of waste.	100% (dedicated) capacity <sup>4</sup> should be available for this type of waste.

<sup>1</sup> **Annex I:** Capacity sludge- and bilge tank are to be judged separately. Capacities of the tanks are to be found on the supplement of the IOPP certificate.

<sup>2</sup> **Annex V:** See MARPOL Annex V (resolution MEPC.201(62)) of de 2012 Guidelines for the Implementation of MARPOL Annex V (resolution MEPC.219(63)).

<sup>3</sup> **EU:** Includes Iceland, Norway, Russian ports in the Baltic and the EU-countries.

<sup>4</sup> **100%** is to be judged during the inspection. Mandatory delivery should be proportional.

- Sufficient (dedicated) capacity of MARPOL Annex V wastes is based on the garbage management plan.
- In case of mandatory waste delivery, all waste of that type should be discharged.
- Anchorage/Mooring counts as 'next port unknown', unless a ship only visits EU ports.

### 3. Method 3 (for sewage):

According to HELCOM (Recommendation 11/10, 1990), whether the sewage holding tank has the capacity to hold the untreated sewage produced on the next voyage can be calculated using the following equation (however it should be noted that this has to be added to the amount of sewage that may be kept on board the ship as notified in the advanced notification form):

$$C_r \geq A \times N_p \times D_a,$$

Where:

$C_r$  = capacity of the holding tank (m<sup>3</sup>)

$A = 0.06$  (m<sup>3</sup>/person/day), value of  $A$  may reduce according to the flushing system, etc.

$N_p$  = the total number of persons on-board

$D_a$  = the maximum number of days operating in areas where the discharge of sewage that is not comminuted or disinfected into the sea is prohibited (minimum 1 day)"

**APPENDIX IV – List of non-compliances**

Principle	Non Compliance	Action Taken	Directive Reference (cons. Edition)
Pre-arrival notification to current port	<ul style="list-style-type: none"> <li>Missing;</li> <li>Incomplete;</li> <li>Incorrect (info);</li> <li>Not submitted through the National Single Window;</li> <li>Sent later than 24 hrs prior to arrival (when the port of call is known);</li> <li>Sent later than when the port of call is known (when this information is available less than 24 hrs to arrival);</li> <li>Sent later than on departure from the previous port when the duration of the voyage is less than 24 hrs.</li> </ul>	<ul style="list-style-type: none"> <li>Compliance (notification ) requested</li> <li>re-notification and delivery required</li> <li>delivery required</li> <li>Case raised as per provisions to national legislation</li> <li>Penalty as per provisions pursuant to national legislation</li> <li>PSC authority informed</li> <li>Ship held to notify and deliver</li> <li>Warning issued</li> <li>Flag informed</li> <li>Other (free text)</li> </ul>	Art 6.1 Pre-arrival timing
			Art 6.1 Content
Pre-arrival notification to previous port	<ul style="list-style-type: none"> <li>Missing;</li> <li>Incomplete;</li> <li>Incorrect (info);</li> <li>Not submitted through the National Single Window;</li> </ul>	<ul style="list-style-type: none"> <li>Penalty as per provisions pursuant to national legislation</li> <li>PSC authority informed</li> <li>Ship held to deliver all waste</li> <li>Warning issued</li> <li>Flag informed</li> <li>Other (free text)</li> </ul>	Art 6.2 Notification remains available
Delivery of SGW in current port	<ul style="list-style-type: none"> <li>Delivery did not occur</li> <li>There was no intention to deliver the waste that had been notified;</li> <li>Incomplete delivery;</li> </ul>	<ul style="list-style-type: none"> <li>Compliance (delivery) requested</li> <li>Penalty as per provisions pursuant to national legislation</li> <li>PSC authority informed</li> <li>Next port informed</li> <li>Flag informed</li> <li>Ship held until delivery</li> <li>Warning issued</li> <li>Other (free text)</li> </ul>	Art 7.1 Delivery obligation
			Art 7.2 Para 1 Storage capacity for delivery in next port
			Art 7.2 Para 2 Delay in port to deliver
			Art 11.2.c (Hold in port)
			Art 11.2.d (Hold in next port)

<p>Delivery of SGW or CR in previous port</p>	<ul style="list-style-type: none"> <li>• Delivery did not occur;</li> <li>• Incomplete (subject to the ship having sufficient dedicated storage capacity);</li> </ul>	<ul style="list-style-type: none"> <li>- Compliance (delivery) requested</li> <li>- Penalty as per provisions pursuant to national legislation (only if previous port is in the same country)</li> <li>- PSC authority informed</li> <li>- Previous port State informed</li> <li>- Flag informed</li> <li>- Ship held until delivery</li> <li>- Warning issued</li> <li>- Other (free text)</li> <li>-</li> </ul>	<p>Art 11.2.d (Hold in next port)</p>
<p>Storage capacity for waste on board.</p>	<ul style="list-style-type: none"> <li>• Information not provided;</li> <li>• Information not complete;</li> <li>• Storage capacity Inadequate for next voyage</li> <li>• No proof that stored waste has been delivered at this port of call.</li> </ul>	<ul style="list-style-type: none"> <li>- Penalty as per provisions pursuant to national legislation</li> <li>- Flag informed</li> <li>- Next port of call informed (if left without delivering notified waste)</li> <li>- Ship held until delivery</li> <li>- Other (free text)</li> </ul>	<p>Art 7.2 Storage capacity</p>
			<p>Art 11.2.c (Hold in port)</p>
			<p>Art 11.2.d (Hold in next port)</p>
<p>Exemption</p>	<ul style="list-style-type: none"> <li>• Certificate of exemption not available;</li> <li>• not complete;</li> <li>• not applicable;</li> <li>• not as required;</li> <li>• conditions of the exemption are not fulfilled;</li> <li>• requirements of the exemption are not fulfilled (arrangement that the waste is delivered and fee is paid in a port along the ship's route);</li> <li>• waste has not been delivered to the PRF in the nominated port en-route</li> </ul>	<ul style="list-style-type: none"> <li>- Penalty as per provisions pursuant to national legislation</li> <li>- Flag informed</li> <li>- Ship held until delivery</li> <li>- Other (free text)</li> </ul>	<p>Art 9.1 Ship outside route declared on exemption</p>
			<p>Art 9.1 ( arrangement for delivery and payment of the fee in a port along the ship's route)</p>
<p>Cargo residues</p>	<ul style="list-style-type: none"> <li>• Delivery did not occur in accordance with MARPOL;</li> </ul>	<ul style="list-style-type: none"> <li>- Penalty as per provisions pursuant to national legislation</li> <li>- Flag Informed</li> <li>- Ship held until delivery</li> <li>- Next port State informed</li> <li>- PSC authority informed</li> <li>- PSC authority informed to launch a MARPOL Contravention Investigation</li> <li>- Other (free text)</li> </ul>	<p>Art 10 Delivery of CR.</p>
			<p>Art 11.2.c (Hold in port)</p>
			<p>Art 11.2.d (Delay in next port)</p>





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