



PORTS OF  
TILBURY  
AND  
TILBURY2  
LONDON

**PORT WASTE MANAGEMENT PLAN**

**Issue 10 : March 2025**

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## DISTRIBUTION LIST

Externally the POTLL waste management plan is distributed to:

Maritime Coastguard Agency (MCA)  
Port of London Authority (PLA)  
London Port Health Authority

The plan is also available on the Company's website under Marine Manuals and Guidelines:

[Information | Forth Ports](#)

Internally the plan is also distributed by e-mail to the Asset Managers.

## REVISION HISTORY

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25/10/03	ALL	ALL	Version 2 issued for MD'S signature	D A Reid
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23/02/04	ALL	ALL	Update after DEFRA input	H Dale
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25/05/18	App. 4	22	Contact details added	C. Chas
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25/05/18	Appendices	iii	Appendices list updated	C. Chas
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March 2025	General & Section 2.2	All	General update e.g. formatting, to current PWMP & the addition of ICW legislation. Update of relevant contacts.	L. Smith

## **GLOSSARY**

### **Garbage**

Means all kinds of victual, domestic and operational waste, generated during the normal operation of galleys.

### **General waste**

Means all waste which is generated during the offloading of ships, which includes paper, plastics and wood but excluding oil.

### **Contaminated waste**

Waste that includes oil-based products and waste generated as a result of maintenance.

### **Scrap Metal**

Off cuts of metal and scrap machinery.

### **Clinical / Medical waste**

Normally waste associated with minor medical procedures.

### **Batteries**

Vehicle or electronic batteries containing toxic materials excluded from land fill waste sites.

### **Asbestos**

All asbestos containing materials as defined in the 2002 Control of Asbestos at Work (CAW) Regulations.

### **Tyres**

All tyres from motor vehicles and plant are considered Special Waste.

### **Refrigerators**

All refrigerators and stand-alone Air Conditioning units are to be assumed as containing gases damaging to the environment and treated as Special Waste.

### **Chemicals**

Unidentified drums or containers containing chemical substances are to be automatically treated as Hazardous Waste. This also applies to chemical spills.

### **Hazardous Substances**

The hazardous properties listed in the Regulations include: explosive, flammable, oxidising, irritant, harmful, toxic, carcinogenic and corrosive properties. Dealt with in section 4, Special Waste Handling.

# **1. INTRODUCTION**

## **General Introduction and Background**

It is widely recognised within the international community of maritime states, that in order to leave no excuse for ships to resort to the unacceptable practice of discharging their waste at sea, there must be a properly planned system of reception facilities in Ports, which are easy to use and cost-effective. This is one of the requirements of the International Convention on the Prevention of Pollution by Ships (MARPOL 1973/78).

Port waste management planning is made mandatory by the Merchant Shipping (Port Waste Reception Facilities) Regulations 2003 (Statutory Instrument 2003/1809) as amended by the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) (Amendment) Regulations 2016 and detailed in Marine Guidance Note (MGN) 563 and in the booklet “Port Waste Management Planning - A Guide to Good Practice”. This plan has been prepared in association with these documents.

These Regulations also revoke and replace earlier legislation on port reception facilities, reinstating the existing requirements for harbour authorities and terminal operators to ensure the provision of adequate reception facilities for ships’ wastes.

The Plan has been submitted for approval by the MCA, as the competent National Authority, verifying that it is in compliance with the requirements of the Regulations.

In accordance with the Freedom of Information Act, copies of the plan can be made available to the public on request.

### **1.1 Purpose of Plan**

The primary purpose is to encourage the regular disposal of vessel generated wastes in an environmentally correct manner. It is also the aim to tailor and improve existing Port waste facilities by streamlining and analysing them, to the requirements of the users, through regular consultation and dialogue.

The plan advises ship’s personnel of the arrangements in place within the Port of Tilbury and Tilbury<sup>2</sup> for the disposal and recycling of ship’s waste in accordance with the relevant MARPOL Annexes.

The Plan also defines procedures that will ensure that waste reception facilities are adequate to meet the needs of ships normally using the Port without causing the latter undue delay.

## **1.2 Scope of the Plan**

The Plan relates to the POTLL enclosed dock system, to the riverside berths where such berths are directly operated by POTLL and now this plan also includes the addition of Tilbury2. Tilbury2 has 3 river berths, two for RoRo vessels and another deep-water berth for construction materials and aggregates. Tilbury2 has its own byelaws as covered in SI No.359 2019, under Schedule 7. For the rest of this plan the Ports of Tilbury and Tilbury2 shall be considered as the same Port which will be referred to as POTLL.

With the addition of Tilbury2 the pre-existing berthing area part of the former Tilbury Power Station has been extended and there will be three additional berths.

### **Upstream and downstream Ro-Ro berths. CMAT berth.**

The Ro-Ro terminal will be operated by P&O for freight ferries that already have an MCA exemption from the 2003 Regulations as amended. With regard to the CMAT berth for construction materials and aggregates at the eastern end of the jetty, a Category 1 skip will be placed for vessel's use.

The Container Terminal at Northfleet Hope and 39 Berth formerly operated by Tilbury Container Services Limited (TCS) with its own Plan, is now operated by London Container Terminal (Tilbury) Ltd. (LCT) under POTLL Ownership. Category one skips are placed at the ends of each berth in which ship's crew are to place domestic waste.

## **1.3 Responsibilities**

The Asset Manager Marine administers the plan and ensures that ship Agents are kept advised of any changes to the list of approved waste contractors in the Port. The responsibility for the contract with a licensed waste contractor for the reception facilities from ships is with the Technical Services department.

Individual berth operators are responsible for monitoring the landed waste in the skips located on their berth.

The Safety, Health & Environment & Quality department manager, is responsible for ensuring that any difficulties that arise in compliance with this Plan are resolved to the satisfaction of all concerned.



#### **1.4 Liaison with Other Parties**

A waste reception facilities plan has been operated in the Port for a number of years and over that period of time, the needs of Port customers in respect of reception facilities has been frequently assessed via the relevant ship Agencies.

In addition, information from the following organisations was taken into account during the compilation of this revised plan.

Environment Agency  
Department for Environment, Food and Rural Affairs (DEFRA)  
Port of London Authority  
London Port Health Authority

#### **1.5 Plan Revision**

Following formal approval of this Plan by the MCA, updates to it will be considered as a result of periodic review and regular exercises. (Section 6.3 also refers in this respect). Should any proposals for change be considered necessary, the consultation process with the above bodies will continue to apply before any such changes are implemented.

This Plan has an approved lifespan of 3 years from the date of approval by the MCA and it will be submitted in its entirety for re-approval after that time.

In the interim period, any revision is the responsibility of the Asset Manager Marine. All revisions will first be submitted to the MCA for their formal approval before being incorporated into the Manual. Once approved, revision update(s) will be forwarded to all Plan holders as notated in the distribution list at the beginning of this book.

#### **1.6 Consultation with Customers**

Once consultation has been completed, this section will be updated.

## 1.7 Environmental Policy

The Marine departments environmental policy is contained within the Port of Tilbury Safety, Health, Environmental and Quality Management System and Forth Ports Marine Safety Management System. - [Port Marine Safety Code](#)

The Tilbury Management Board recognises its responsibilities to protect the environment and minimise any adverse environmental impact of its activities. The Company considers that these matters are Management responsibilities that rank equally with all other considerations.

It is the intention and aim of the Company to provide safe and healthy working conditions for all employees. In order to achieve this aim, all employees at all levels are reminded that the success of this policy depends upon the acceptance by each of them of the respective degrees of responsibility for health and safety matters in their respective workplace(s).

Advice to all Vessels berthing at the Port of Tilbury and Tilbury2

A letter has been sent to all Agents currently acting for vessels at POTLL notifying them of the new waste reception facility requirements and the procedure for disposing of all ship generated waste products. Should any vessel visit the Port under an Agency that has not previously had a copy of such letter, advice to the agent will be given verbally when the vessel is booked in with the Marine department. In addition, the plan is available on-line at [Information | Forth Ports](#) .

## **2. VESSEL OBLIGATIONS**

### **2.1 Pre-Arrival Notifications**

Vessels must provide notification to the Port, at least 24 hours before the ship is due to arrive, of the waste they will discharge, including information on types and quantities. If the voyage is of less than 24 hours duration, notification must be made at the latest on departure from the previous port/terminal.

The information that is required is defined in Schedule 2 of the Regulations but is reproduced on page 8 of the Plan (section 2.5). It includes information on the types of waste to be delivered, dedicated storage capacity, amount to be retained on board, the port/terminal that the remaining waste will be delivered and the estimated amount of waste to be generated between notification and the next port of call.

Ships which fail to provide the correct notification may be targeted for inspection by the MCA.

The notification should be sent to the Duty Harbour Master's office at POTLL as follows:

By e-mail to [marine.department@potll.com](mailto:marine.department@potll.com)

Ships may wish to pass the information through their ship's Agent, although the obligation to notify falls on the Master of the vessel.

The ship will be required to keep a copy of the notification on board until the next port of call is reached.

## 2.2 ICW – International Catering Waste

ANIMAL BY-PRODUCTS (ENFORCEMENT) (ENGLAND) REGULATIONS (INTERNATIONAL CATERING WASTE) The Animal By-Products (Enforcement) (England) Regulations 2013, regulated by the Department for the Environment, Fisheries and Rural Affairs (Defra), make provision in England for the administration and enforcement laying down health rules concerning animal by-products not intended for human consumption.

The Regulations also cover procedures for the disposal of catering waste from international means of transport. International Catering Waste ICW is a high-risk category 1 animal by-product (ABP). ICW is defined as being “catering waste from means of transport operating internationally.” It is the ship’s master, as the producer of the waste, who is responsible for ensuring the correct declaration and disposal route for ICW.

ICW includes all food waste from planes, vehicles or ships travelling internationally and within EU territory. Food waste from planes, vehicles or ships is classified domestic catering waste when:

- operating within the UK, Channel Islands, and Isle of Man
- travelling from Northern Ireland to Great Britain.

The European Union classifies food waste from planes, vehicles or ships travelling from Great Britain to Northern Ireland as ICW. ICW is defined as food waste from international transport vehicles including:

- cruise ships
- private or commercial yachts and boats
- armed forces ships and submarines
- ferries

Food and drink are not considered ICW until it is no longer intended for human consumption or has been mixed with food waste. For example, a carton of milk is considered ICW only when thrown away. In England, Defra has produced guidance information for the handling and disposal of ICW landed from vessels. This guidance is available at Handling and disposing of international catering waste - GOV.UK ([www.gov.uk](http://www.gov.uk)).

Should any vessel arrive from outside the UK, the food waste will constitute CAT 1 and disposal will be made via ‘deep burial’.

At a time (or times) to be mutually agreed with the barge operator, ships must deliver all ship-generated waste into specially allocated skips or refuse sacks on the supplied barge.

Waste should be sub-divided and pre-bagged for delivery and recycling in the following categories;

1. Galley food waste & garbage, to include unwashed containers. (ICW where required)
2. Glass, plastics and metal cans (if uncontaminated).
3. General waste.
4. Paper, Cardboard products (if uncontaminated).

### **2.3 Delivery of Ship-Generated Waste**

At a time (or times) to be mutual agreed with the Duty Marine Staff, all ships except Cruise Vessels and London Container Terminal Vessels, where other provision is made, must deliver all ship-generated waste into the Ports re-cycling vehicle. Waste should be sub-divided and pre-bagged for delivery and recycling in the following categories;

Galley food waste & garbage, to include unwashed containers.  
Glass, plastics and metal cans.  
General waste.  
Paper etc for recycling.

All other ship-generated wastes, for example;

Cargo generated waste or residue and dunnage.  
Hazardous waste or substances and batteries etc.  
Contaminated items, oily waste & rags etc.  
Oily slops and bilge washings.  
Sewage

are subject to agreement between the ships and where appropriate either the port, or by direct negotiation with a licensed waste contractor approved to work in POTLL.

A list of such approved contractors, with contact details, is given in Appendix 1 of this Plan.

The only exceptions to these requirements to land all declared, ship generated wastes is for those ships that have dedicated, pre-declared storage capacity on board, approved to hold both the current waste and any additional waste that may be generated in the period until the ship reaches the next port.

## **2.4 Ship Exemptions**

Vessels that can prove that they are on regular, frequent and scheduled routes (such as short sea shipping) and that they are notifying, landing and paying a mandatory charge in another port (i.e. have an arrangement with a waste disposal contractor) can apply to the MCA for an exemption from some of the requirements of the Regulations.

Such exemption, if granted, will be given in writing. Any such exemption will be notified to the Port directly by the MCA either in writing or electronically.

Irrespective of the notification from the MCA mentioned above, vessels must notify the Port that it is exempt from the charges.

## **2.5 Vessel Non-Compliance**

Should the Port be faced with a vessel that has not complied with the need to notify and/or offload waste, it is under an obligation to notify the MCA.

Such vessels may then be targeted by the MCA for inspection and destination ports/terminal will be warned of their non-compliance. Vessels that fail to comply with the requirements shall be guilty of an offence and liable on summary conviction to a fine.

Similarly, vessels that have been found to place items of ship generated waste that fall outside the scope of the waste categories outlined in this plan i.e. clinker, electrical batteries etc, will bear the full cost of the disposal, at the rates set by the Port's own waste contractor. In addition, an administrative handling fee will also be imposed. Furthermore, it will be necessary to consider reporting the vessel to the MCA about such a breach.

## **2.6 Port Waste Management Notification**

Twenty-four hours before arrival in port or as soon as departing the previous port (if the sailing is less than 24 hours), the pre-arrival CERS – 3 workbooks should be sent to Tilbury Control and the MCA containing details of all waste on board and what will be disposed of when in Port. These details are retained by the MCA.

The Port's Waste Management Provider has provided, under Contract, three different types of Waste Skips – 4 covered containers that are marked 'Food Waste Only' and five open containers for general wastes. (In addition to this, a single dedicated recycling wood waste skip is provided for port operational use located on 35 berth).

Any wastes not falling into the category of 'International Food Waste' or 'general waste' (e.g. office waste, paper etc.) must be removed via a port approved licensed waste contractor, organised directly by the vessel or agent. Such wastes could be (but are not restricted to): oils, oily rags/materials, oily mixtures, contaminated materials, paints, paint pots, chemicals, asbestos, cargo residues (e.g. dunnage), scrap, clinical/medical waste, batteries, and sewage.

A list of approved contractors can be found in Appendix 1 of this plan. These will change over time; up to date lists can be obtained from the Port of Tilbury Marine Department. It is the responsibility of the Master (perhaps via the agent) to ensure that the waste contractor has the appropriate licence to handle the waste they are contracted to remove.

### **3. PORT OBLIGATIONS**

#### **3.1 Management of Pre-Arrival Notifications & Fees**

Pre-arrival notifications from a vessel will be received and managed by the Marine Department. Arrangements will be made with the vessel directly to collect waste.

Charges for Use of Reception Facilities (NB: applicable to domestic/galley waste only)

Unless formally proved to be exempt (Section 2.3 refers), all vessels except Cruise and LCT vessels calling at the POTLL will incur a waste tariff whether they use the provided facilities or not, and the rates are as detailed in the Harbour Master Extra Schedule Charges.

This excludes oily and hazardous wastes which are dealt with in section 4.

Factors used by the Port in determining the charges above have included the following considerations:

Ensuring that ships make a significant contribution to the cost of waste reception facilities.

To provide no incentive for ships to discharge ship-generated waste into the sea.

The tariff will form part of a routine Port charge and be collected through the normal manner that other charges are made.

For vessels using the Port for purposes other than cargo related ones (e.g. for lay-by), such vessels will be wholly responsible for the disposal of all generated on-

board waste. This will be stipulated in the contractual agreement drawn up before such a vessel arrives in the Port.

### **3.2 Port Waste Facilities**

The port operates a specifically designed recycling vehicle, which is both compact and very manoeuvrable and, is 'drive on' capable, collecting waste from internal storage areas. The vehicle is capable of discharging wheeled bins and mobile refuse containers with capacities of up to 1200 litres.

For safety, operators will not approach vessels, or enter restricted areas without prior agreement of the Terminal or Quay Supervisors and the ships duty officer. A full risk assessment has been undertaken and operational training given by the manufacturers.

Masters are requested to submit the CERS3 workbook before arrival. The Marine Department will endeavour to call at vessels shortly after arrival, or at a time agreed with the crew during the vessels transit through the lock.

To minimise contamination, it is required that all waste and recyclables should be delivered in sealed bags, for transfer to the ports central recycling area.

If ships agents or Masters have any queries, or wish to contribute constructive comments (or criticism), they should contact the Asset Manager Marine at lock side.

### **3.3 Reporting of Vessel Non-Compliance to MCA**

Should the Port be faced with a vessel that has not complied with the need to notify and/or offload waste, it is under an obligation to notify the local MCA office. For POTLL, this will be at the following address:

MCA Colchester Marine Office  
Iceni Way  
Colchester  
Essex, Kent  
CO2 n9BY

Such vessels may then be targeted by the MCA for inspection and destination ports/terminal will be warned of their non-compliance. Vessels that fail to comply with the requirements shall be guilty of an offence and liable on summary conviction to a fine.

Investigation of Complaints from Vessels in respect of Inadequate Facilities



Should a Master not be satisfied with the provided facilities, he will be instructed to bring the matter to the immediate attention of the berth operator or the Asset Manager Marine (Section 5 refers).

#### **3.4 Inspection by MCA Staff**

The MCA staff will inspect a number of Ports per year. Such visits will encompass discussions with Port users, checking records and walking the site. Essentially, they will verify whether actual practice mirrors procedures defined in the Plan.

### **4. SPECIAL WASTE HANDLING**

#### **4.1 Hazardous Waste**

Hazardous wastes are subject to the requirements of the Special Waste Regulations 1996 (as amended). Ship sourced Special Waste is covered by these Regulations which are enforced by the Environment Agency.

Essentially, ship generated Special Waste can be described as any controlled waste displaying the hazardous properties listed in the Special Waste Regulations, plus “prescription only” medicines. The hazardous properties listed in the Regulations include explosive, flammable, oxidising, irritant, harmful, toxic, carcinogenic and corrosive properties.

#### **4.2 Disposal of Dunnage**

There is a risk that imported wooden packing material and loose dunnage could be the means of introducing a wide range of pests and diseases. The Plant Health Service of the Forestry Commission has prohibited the use of solid wood dunnage within terminals unless it has been completely stripped of bark. Plywood and other processed or reconstituted wood products are not included and may freely be used.

## **5. COMPLAINTS PROCEDURE**

### **5.1 Masters Actions**

The Master of a ship faced with a lack of reception facilities in POTLL should bring the alleged inadequacy to the attention of the berth operator immediately.

If the problem is not resolved at the time to the Master's satisfaction, the attached form 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  
Maritime & Coastguard Agency  
Spring Place  
105 Commercial Road  
Southampton SO15 1EG

Fax: 023 8032 9204

### **5.2 Port Actions**

The berth operator is obliged to take action in the short term to correct the situation by whatever means he considers necessary.

In the long term, the Safety, Health, Environment and Quality (SHEQ) department Manager will consider what corrective actions are necessary to prevent this type of complaint from occurring again.

### **5.3 MCA Actions**

The MCA will investigate the Master's report and where, in its opinion the allegation of inadequate facilities is justified, it will take the matter up directly with the Port and also notify the European Commission.

If the Port fails to comply with the Regulations, it shall be guilty of an offence and liable on summary conviction to a fine.

## **6. REPORTS**

### **6.1 Waste Contractor Returns**

Ships waste and the Ports domestic waste (including food waste) is transferred to a dedicated waste reception/recycling facility by the Port's dedicated vehicle (see appendix 3). The waste is combined into specially adapted Category 1 skip supplied by the Licensed Waste Contractor.

The nominated port-approved waste contractor removes those skips for deep landfill burial as agreed with DEFRA. Details of the amounts collected from these (tonnage) is provided directly on a quarterly basis to POTLL Facilities Management. In turn, the information will then be passed to the Harbour Master to assist with collation and statistical review of the waste reception facilities plan.

Other approved waste contractors that remove waste from vessels in the Port must also supply such details on a quarterly basis but direct to the Asset Manager Marine.

### **6.2 Port Returns**

On an annual basis, the gathered information from the previous 12 months will be collated an annual review of the waste reception facilities plan will be conducted, based on observed changes to the demand for waste reception facilities.

## **7. LEGISLATION**

### **7.1 Applicable Legislation**

Merchant Shipping (Port Waste Reception Facilities) Regulations, 2003  
As amended by SI 2009/1176

MGN 563 Guidance on the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 and amendments

Copies of these Regulations are maintained by both the Marine department and the SHEQ Manager.

The Animal By-Products Regulations 2003

Copies of these Regulations are maintained by both the Marine department and the SHE Manager.

MARPOL Regulations 1973/78.

The International Convention for the Prevention of Pollution from Ships 1973, modified by the Protocol of 1978, covers five specific areas. These are enumerated as follows:

ANNEX 1 Regulations for the Prevention of Pollution by Oil.

ANNEX 2 Regulations for the Prevention of Pollution by Noxious Liquid Substances.

ANNEX 3 Regulations for the Prevention of Pollution by Harmful Substances in Packaged Forms.

ANNEX 4 Regulations for the Prevention of Pollution by Sewage.

ANNEX 5 Regulations for the Prevention of Pollution by Garbage.

The Environmental Protection Act 1990 Duty of Care

The above Act imposes a Duty of Care (Set out in section 34 of the Act) upon any person, who imports, produces, carries, keeps, or disposes of controlled waste, or as a broker has control of such waste, to take all measures applicable to him in that capacity, as are reasonable in the circumstances, to prevent the escape of waste. In doing so, it must be ensured that waste is only transferred to an authorised

person i.e.: a person who is the holder of a Waste Management Licence under Section 35 of the Environmental Protection Act or of a Disposal Licence under Section 5 of The Control of Pollution Act 1974.

## **7.2 Legislation Compliance**

Waste disposal is carried out by one of the Port's approved contractors, at a recognised tip site, in accordance with the relevant Acts. The contractor has been required to produce his current licence held with Essex County Council as a Registered Waste Carrier.

The approved contractors are required to keep fully documented records of all waste removed and disposed of.

## **7.3 Movement of Hazardous Waste**

Strict guidelines are in place with regard to these substances. The Dangerous Substances in Harbour Areas Regulations 1987 require that Port Authorities are pre-notified of the movement of hazardous substances through harbour areas.

In the event of an accident or incident involving the release of hazardous substances, the Port of Tilbury Emergency Plan (POTEMPLA) held by the Port of Tilbury Police may be activated.

In such cases or circumstances where noxious substances are recovered, they will be disposed of using the services of a suitable and approved waste disposal contractor.

## APPENDIX 1 - APPROVED WASTE CONTRACTORS

The Port only provides disposal facilities for domestic/galley waste from ships, disposal being arranged through TLM Management Ltd.

For all other wastes, disposal must be arranged directly by the Master or ship's Agent with a Port approved contractor. Charges are payable by the Master to that contractor through the Agent. The Master is advised to keep a record of such waste landed against future inspection by Port State Control inspectors.

The following contractors are licenced to supply services within the Port:

Name	Contact Number	Service by MARPOL 73/78 Annex				
		1 Oil	2 Noxious Substance	3 Harmful Substance	4 Sewage	5 Garbage
TLM Management Ltd	01268 527773		✓	✓		✓
Ahern Thurrock	01708 865599	✓	✓	✓	✓	✓
BIFFA Hazardous Waste, Rainham	01708 521252	✓	✓	✓		
Biffa General Waste	0800 307307				✓	✓
Veolia Basildon	01268 523387	✓	✓	✓	✓	
R J Roe Chelmsford	01621 740724	✓			✓	
Slicker Recycling	03301 598325	✓	✓			

## **APPENDIX 2 - COPY OF LETTER SENT TO PORT OF TILBURY LONDON LIMITED CUSTOMERS**

### **Port Waste Reception Facilities – Port of Tilbury London Limited**

Dear Valued Customer,

We are writing to inform you of important updates to our Port Waste Management Plan (PWMP) and the inclusion of the international catering waste legislation that may affect your operations at the Port of Tilbury. Following a consultation period, a revised version will be sent out via email and made available on our website.

#### **Revised Port Waste Management Plan**

Our PWMP has been updated to ensure compliance with the latest regulations and to enhance the efficiency of waste management services provided to vessels calling at our port. Key aspects of the revised plan include:

- **Pre-Arrival Notifications:** Masters or their agents are required to submit accurate waste notifications prior to arrival, detailing the types and quantities of waste on board. This facilitates the provision of appropriate reception facilities and ensures compliance with regulatory requirements.
- **Waste Reception Facilities:** We offer a range of facilities for the reception of ship-generated waste, including general garbage, hazardous waste, and international catering waste. Detailed information on the location and use of these facilities is provided in the PWMP.
- **Charges:** Our waste management services are subject to a mandatory charge, which covers the cost of providing adequate reception facilities. The revised charges are outlined in the updated PWMP.

#### **Inclusion of the International Catering Waste Legislation**

Recent developments in international catering waste (ICW) regulations aim to enhance sustainability and reduce environmental impact. - [Handling and disposing of international catering waste - GOV.UK](#)

#### **Your Responsibilities**

To ensure compliance with the revised PWMP and current legislation, we kindly remind you to:

- **Submit Pre-Arrival Notifications:** Ensure that waste notifications are accurate and submitted within the time stated in the PWMP.
- **Segregate Waste Appropriately:** Separate ICW from other waste types to facilitate proper handling and disposal.
- **Adhere to Updated Procedures:** Familiarise yourself with the revised PWMP and adhere to the updated procedures and charges.

## **Contact Information**

For further information or assistance regarding the revised PWMP or waste management services, please contact our Marine Department:

- **Email:** [marine.department@potll.com](mailto:marine.department@potll.com)
- **Telephone:** +44 (0)1375 852456

We appreciate your cooperation in implementing these updates and ensuring the continued efficiency and compliance of our port operations.

Yours sincerely,

Luke Smith

Deputy Harbour Master  
Port of Tilbury London Limited



## APPENDIX 3 - SPECIFICATION FOR 'SPIDER' WASTE RECYCLING VEHICLE



### Spider split Waste Body

Fitted with central rib providing two sections each with side loading door and, fixed lid covering the front portion of both left and right sections of body.

The rear portion fitted with two individual hinged and locked opening lids enabling each compartment left or right to be emptied individually or both at the same time.

At the rear of the vehicle is fitted a hydraulic bin lifter capable of lifting both four-wheel containers into both compartments and two wheeled containers into left or right compartments.

The whole body is emptied by hydraulic tipping capable of tipping into specially adapted skips. Using the hydraulic stabiliser legs at the rear, the body will elevate to vertical allowing complete discharge of the load.

## Appendix 4 - CONTACT DETAILS

Port of Tilbury & Tilbury2 (London) Ltd	
Marine Department	+44 (0) 1375 852456 /447 (24-hour) +44 (0) 7876652745
	VHF Channel 04 (24-hour) Call sign "Tilbury"
Asset Manager Marine	+44 (0) 7548969921
Deputy Harbour Master	+44 (0) 7707883666
Port Police	+44 (0) 1375 846781 (24-hour)
Facilities Management	+44 (0) 1375 852232
Safety, Health & Environment	+44 (0) 1375 852470

Port of London Authority	
Duty Port Controller (Gravesend)	+44 (0) 1474 562215 VHF Channel 68 (24-hour)
Harbour Master (Lower)	+44 (0) 1474 562444

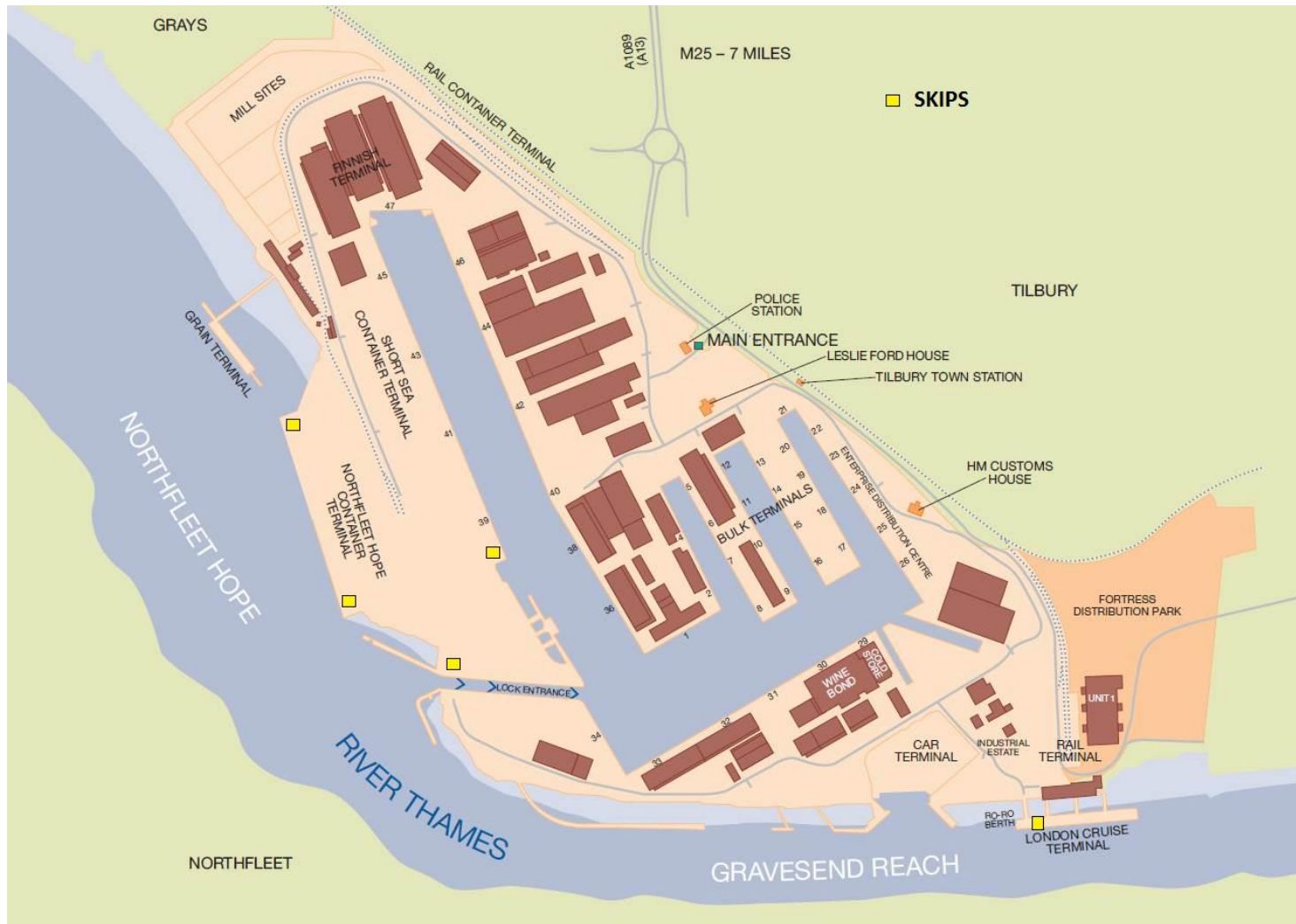
Local Authorities	
Thurrock Council	+44 (0) 1375 652652 (Daytime)

Government Agencies	
MCA - Marine Office	+44 (0) 20 390 85165

Environmental Groups	
Environment Agency	+44 (0) 3708 506 506 +44 (0) 3708 502 858 (Hazardous Waste Registration)
Natural England	+44 (0) 300 060 3900

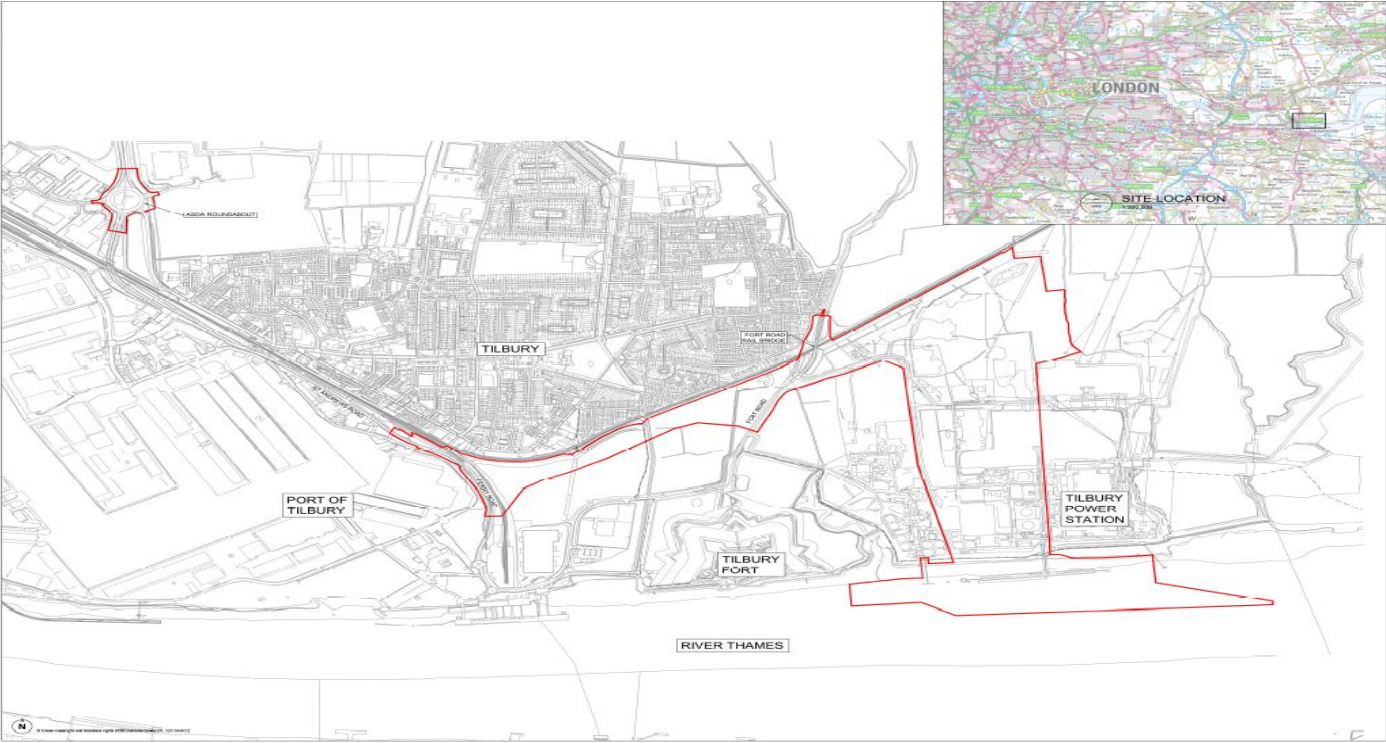
Main Waste Contractors	
TLM Management Ltd	+44 (0) 1268 527773
Slicker Recycling	+44 (0) 1473 256192

APPENDIX 5 - SKIPS LOCATIONS PLAN



**Appendix 6 – Tilbury 2**

This plan shows the location of Tilbury 2 berths in relation to the Port of Tilbury and the river Thames.



PORT OF TILBURY PORT WASTE MANAGEMENT PLAN CONSULTATION

Customer:

Date:

**APPENDIX 7 - PORT WASTE MANAGEMENT PLAN CONSULTATION**

Question:	Very Poor	Poor	Satisfactory	Good	Very Good	Please add any comments to help us understand your ratings
How would you rate the availability of information regarding the requirement on waste notification prior to arrival?						
How would you rate the availability of information on waste facilities?						
How would you rate the waste collection service provided by the Port of Tilbury?						
How would you rate the provision of shore side waste facilities for the disposal of domestic (galley) waste?						
How would you rate the location and ease of use for the waste facilities?						
How would you rate the charging structure for provision of facilities?						
There is an inadequacies procedure available. If you have had cause to use it, how would you rate it for ease of use and convenience?						