

# Port Waste Reception and Handling Plan 2024 - 2029



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## I. Legal framework

The Ship Waste Reception and Treatment Plan is a reference document allowing all Port users to know the provisions made by Port Atlantique La Rochelle regarding the collection of ship waste, the services available and their conditions of use. The validity period of this plan is set at 5 years in accordance with the regulations in force.

This document aims to comply with Decree No. 2021-1166 issued on 8<sup>th</sup> of September 2021, that transposes into French regulations the directive 2019/883, issued on 17<sup>th</sup> of April 2019 by European Parliament and Council of the European Union, on the subject of port reception facilities for the delivery of ship waste. This directive amends Directive 2010/65/EU and repeals Directive 2000/59/EC.

In application of this decree, four French ministerial orders were published on 15<sup>th</sup> of October 2022:

- Order of August 11, 2022 relating to waste disposal operations in ports,
- Order of August 12, 2022 on the exchange of information between ports and ship captains with regards to waste,
- Order of August 11, 2022 amending the order of October 15, 2001 approving the legal frameworks for port fees,
- Order of August 11, 2022 relating to the control of the procedure for depositing waste from ships calling in a French port.

These regulatory requirements require Port Atlantique La Rochelle to:

- establish a plan for receiving and processing waste from ships visiting the port,
- provide ships with adequate reception facilities that enables environmentally friendly waste management in accordance with waste regulations,
- not increase the duration of stopovers,
- ensure that the costs of port reception facilities are covered by ship contributions.

This plan and the information required for its implementation are made available to users on the port website under the “Waste management” section:

<https://www.larochelle.port.fr/pratique/gestion-des-dechets/>.

## II. Presentation of the Atlantic Port of La Rochelle

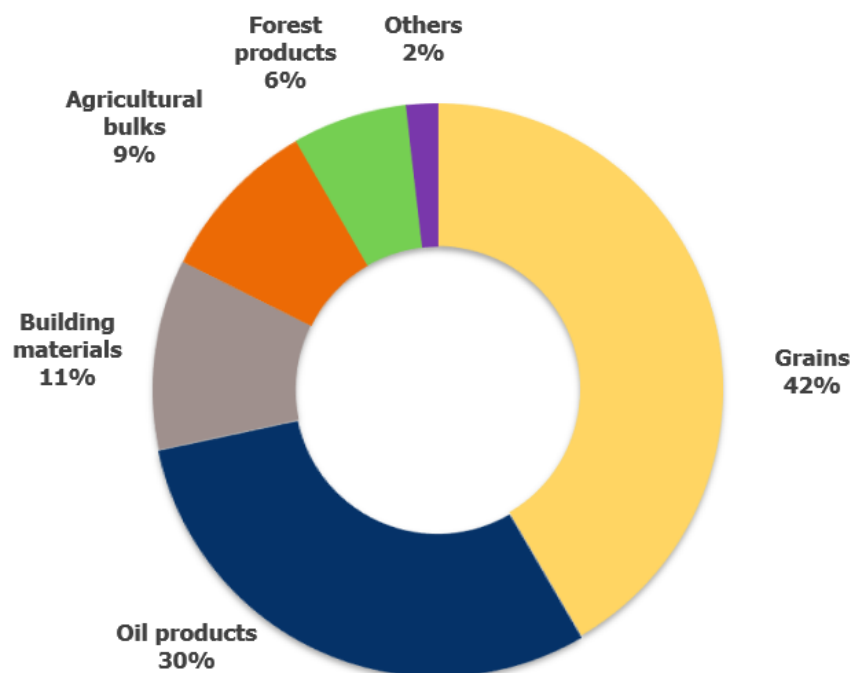
### 1. Traffic

Sixth largest port of France, Port Atlantique La Rochelle is naturally protected by the islands of Ré and Oléron. A key logistics player in the region, it benefits from deep water access, allowing it to safely accommodate large vessels 24 hours a day, 365 days a year.

In 2022, Port Atlantique La Rochelle recorded a traffic of 9,616,153 tons, which was an increase of almost 9% compared to 2021.

The Port's tonnages are made up of six main sectors: cereals and oilseeds, petroleum products, construction products, agricultural bulk, forestry and paper products and heavy lifts.

#### TRAFFIC 2022



### 2. Certifications

- **ISO 14001**, Environmental management systems, certified since 2011.
- **ISO 9001**, Quality management systems, certified since 2007
- **ISO 45001**, Occupational health and safety management systems, certified since 2014.

This triple QSE certification is the result of a strong commitment made by all port the Port's board of Directors, the supervisory staff and all the departments as defined in the integrated management

system: dealing, at the same time, with all aspects related to quality, safety and environment for each of the Port's activities.

Port Atlantique La Rochelle was also awarded by AFNOR CERTIFICATION a “Confirmed” status in 2015 and then an “exemplary” status in 2017 in terms of Corporate Social Responsibility.

### III. Capacity needs

#### 1. Annual numbers of ships' calls

Port Atlantique La Rochelle receives between 800 and 900 ships each year.

	<b>Bassin à Flot</b>	<b>Chef de Baie</b>	<b>Quai Lombard</b>	<b>Môle d'Escale – Terminal pétrolier</b>	<b>Anse Saint- Marc</b>	<b>Total</b>
2017	140	165	330	87	92	814
2018	150	200	353	86	102	891
2019	136	210	374	73	90	883
2020	113	200	367	56	71	807
2021	111	202	337	44	101	795
2022	127	195	372	87	85	866

In terms of traffic, the Quai Lombard terminal receives an average of 356 ships per year, followed by the Chef de Baie terminal with an average of 195 ships per year and the Bassin à flot with an average of 130 ships per year.

The terminals at Anse Saint-Marc and Môle d'Escale – Oil terminal receive an average of 70 to 90 ships per year.

#### 2. Waste types

EU directive 2019/883 on port reception facilities for the delivery of ship waste defines "ship-generated waste" as "all waste, including cargo residues, which is generated during the operation of a ship or during loading, unloading and cleaning operations, and which falls under MARPOL Annexes I, II, IV, V and VI, as well as passively fished waste".

The different types of waste collected at Port Atlantique La Rochelle include waste from MARPOL Annexes I, II, IV, V and VI, which are similar to ship-generated waste and cargo residues as per waste typology of the former Directive 2000/59/EC.

## A. Ship-generated waste:

Ship operating waste are the ones generated by the crews on board and from the maintenance of machinery and equipment. It can be either solid or liquid.

### a) Liquid waste:

MARPOL Annex I waste:

- **Bilge water and sludge** from the engine room: the treatment of fuels and oils as well as the collect of engine bilge water generate liquid waste containing hydrocarbons and sometimes chemicals;
- **Used oils;**

MARPOL Annex IV waste:

- **Grey and black water** (used water): this is liquid waste from the kitchen, toilets, showers and laundry rooms;

MARPOL Annex VI waste:

- Residues from exhaust gas cleaning systems also called “scrubbers”;

### b) Solid waste:

MARPOL Annex V waste:

- **Household Waste** (HW), i.e. ordinary waste from food preparation and cleaning of the ship's living areas;
- **Hazardous Waste** (HHW) from routine ship maintenance (greasy rags, used filters, paint pots, batteries, etc.);
- **Recyclable waste** from selective sorting on board or resulting from ship’s supplies (pallets, cardboard boxes, plastic bottles, etc.);

## B. Cargo residues:

Cargo residues are the leftovers of cargo remaining in holds or tanks after the completion of unloading and cleaning operations, as well as cargo spilled on the quays during loading or unloading. They can be either solid or liquid.

### a) Liquid waste

MARPOL Annex I waste:

- **Hydrocarbon residues** ( mixture of water, hydrocarbons and sediments),

MARPOL Annex II waste:

- Tank **wash water** .

b) Solid waste:

MARPOL Annex V waste:

- Wood (pallet or dunnage),
- Exotic wood bark,
- Grain waste,
- Metal strips,
- Plastic tarpaulins,
- Paper pulp residues,
- Industrial and agricultural bulk residues.

### 3. Waste delivery records from 2017 to 2022

#### A. Operating waste :

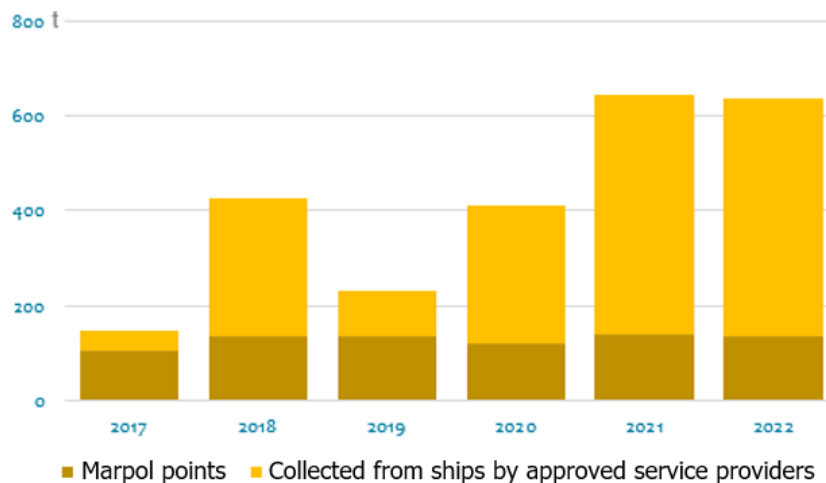


Chart 1: Evolution of waste tonnage delivered at MARPOL points and collected from ships by approved service providers

‘MARPOL points’ are waste delivery facilities located on quays. These facilities have been sized to receive certain types of waste in limited quantities.

Users must use service providers approved by the port when the category of waste to be removed is not included in the list of waste authorized to be delivered or when the quantity of waste to be disposed of exceeds the capacity of these facilities.

The tonnage of waste collected from ships by approved service providers varies from year to year. The type and quantity of waste to be removed can vary greatly from one ship to another.

Some types of waste are systematically collected every year. This is the case for hydrocarbon residues, bilge water and used oils.

Between 2017 and 2022, the quantity of waste delivered in 'MARPOL points' is stable with an annual average of 130 t.

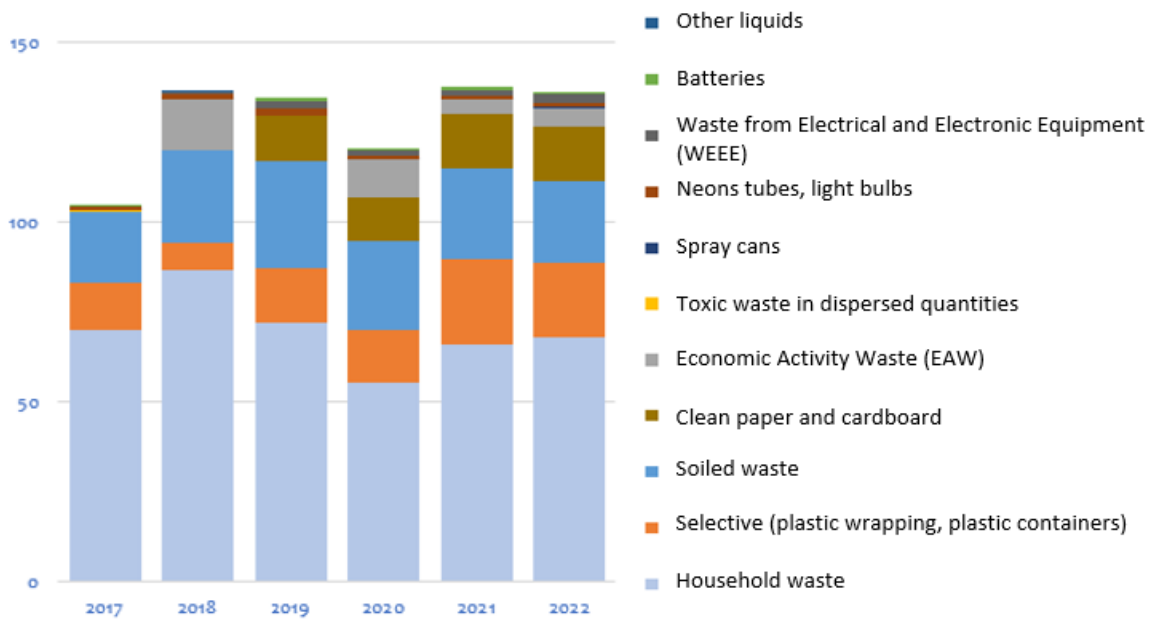


Chart 2: Detail of the categories of waste deposited at MARPOL points

The main type of waste collected are:

- **Household waste** : from 46% in 2020 to 67% in 2017 with an annual average of 54%,
- **Soiled materials and packaging**: from 17% in 2022 to 22% in 2019 with an annual average of 19%,
- **Recyclable packaging waste** : from 6% in 2018 to 17% in 2021 with an annual average of 12%,
- Since 2019, **cardboard and paper** with an annual average of 10%.



## B. Cargo residues:

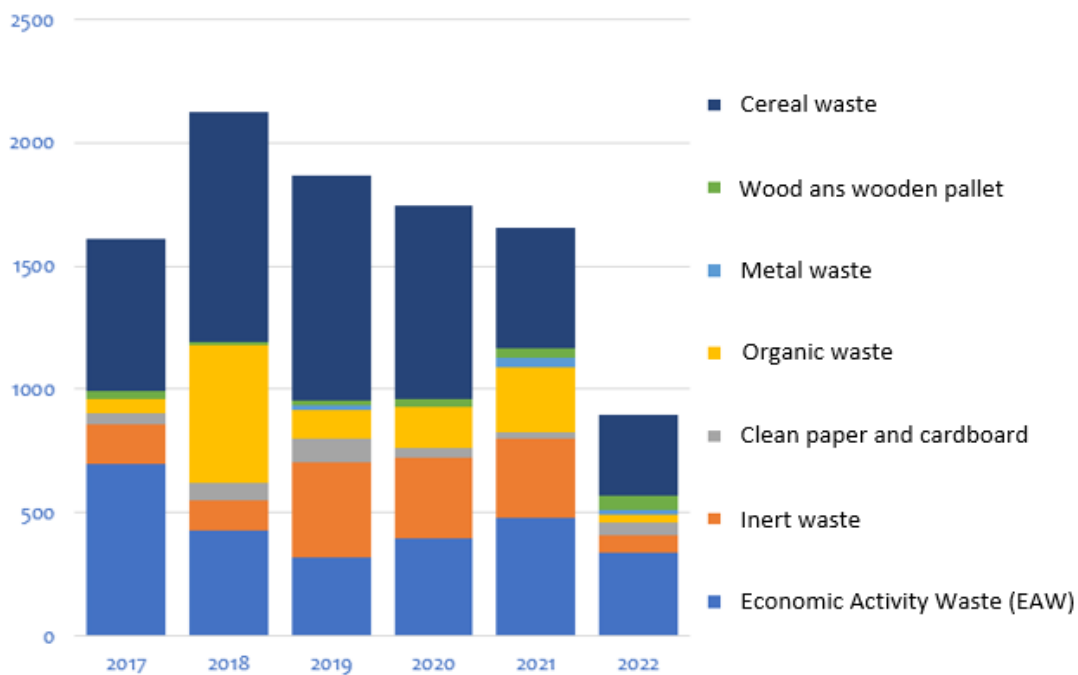


Chart 3: Detail of cargo residues collected

The amount of cargo residues collected had decreased significantly between 2021 and 2022. The cargo residues collected on the quays have a market value and are directly managed by the companies. These are mostly cereal waste, Economic Activity Waste (EAW), inert waste and organic waste.

### 4. Review of the 2021-2023 plan

The key elements of the 2021-2023\* plan to remember are:

- **830** ships docked on average per year,
- **135 t** of operating waste collected annually in waste delivery facilities located on quays,
- **500 tonnes** of operating waste collected annually from ships by service providers approved by the port,
- **1270 t** of cargo residues collected on average per year by service providers,
- **0** reporting of insufficiency via the complaint form made available on the port website.

\*Please note that this are data for the years 2021 and 2022. Data for 2023 are not available at the time of writing.

The findings of this plan were presented to port users or their representatives. The latter were involved in a process of continuous improvement concerning the reception facilities available in the port.

## IV. Type and capacity of port reception facilities

All the practical information covered in this chapter is available on the port website: <https://www.larochelle.port.fr/pratique/gestion-des-dechets/>

### 1. “MARPOL” drop-off points

Ships can deliver their sorted operating waste in the appropriate containers in waste delivery facilities located on the quays. These drop-off points are freely accessible 24/7. This choice prevents any unwanted delays related to the delivery of ship waste.

In accordance with current regulations, these facilities guarantee final disposal of waste, using an environmentally-friendly process.

The port website provides access to the following information:

- MARPOL waste delivery points location and container capacities,
- The sorting guide with the different types of waste permitted,

### 2. Collects by waste service providers

Ships with liquid waste and/or solid waste not permitted in local MARPOL waste delivery facilities (volume of waste too large or type of waste not handled) must have them collected by service providers approved by the port.

The list of service providers approved by the port with the types of waste collected and processed, the pricing system, response times and contact details are available on the port website under the “Waste management” section.

### 3. Cargo residues on board the vessel

Ships with cargo residues remaining on board after completing unloading and cleaning operations must have them collected by service providers approved by the Port. The list of service providers approved by the Port is available on the Port website under the heading “Waste Management”.

### 4. Cleaning of quays

In accordance with the provisions of the terminal lease agreements, cleaning of the quays is the responsibility of the agreement holder: solid cargo residues falling to the ground during loading and unloading of ships are collected and treated by service providers approved by the Port.

In summary, ship wastes are:

- either delivered in waste delivery facilities located on quays in accordance with the conditions of delivery (sorting, type of waste, volume),
- either collected and processed by waste service providers approved by the port.

## V. Waste reception and handling procedures

### 1. Ship's waste

#### A. Before ship's arrival

##### a) Waste declaration

The ship or her shipping agent (except for exemptions cf. § V.2) must send the waste declaration to the harbor master's office at the latest 24 hours before the ship's arrival. This data transmission is carried out electronically using the port community system LR traffic.

Data transmission to Safe Sea Net, the European information and exchange system is automatic.

All data is digitally archived for one year by the harbour master's office.

##### b) Controls

The harbour master's office checks the information provided by the advance waste notification, verifying that there is sufficient storage capacity until the next port of call.

In case of doubt, the ship is inspected on arrival. This inspection can lead to a digital alert through the software THETIS-EU and the obligation for the ship to have waste delivered by a service provider approved by the port.

Ships calling at Port Atlantique La Rochelle may be subject to inspections, including random ones, to ensure that they are complying with their waste management obligations.

##### c) Order for the collect and/or pumping of waste

Waste not permitted in local MARPOL waste delivery facilities must be collected by a service provider approved by the port.

#### B. During the ship's call

Sorted waste eligible for waste delivery facilities located on quays can be delivered 24/7.

Other waste is subject to an order from an approved service provider.

#### C. Before the ship's departure

The Harbor Master's Office may forbid the departure of a ship that has not comply with EU directive 2019/883.

However, ships with sufficient storage capacity until the next port of call may be authorized to leave the port without depositing their waste.

Ships whose next port of call is unknown are required to deliver their waste.

#### **SPECIAL CASES**

##### ⇒ **Tanker terminal**

For safety reasons, it may sometimes be impossible to collect bilges, sludges or slops from ships berthed at this terminal.

##### ⇒ **Wash waters from bulk carrier**

The discharge of wash water from grain or bulk carriers into port waters is prohibited.

## 2. Exemptions

Some ships are exempt from the obligations of Directive (EU) 2019/883.

These include port service vessels, warships and vessels operated by the State for non-commercial purposes.

Some ships carrying out regular services may be exempted from the obligations to declare waste, to deliver waste and to pay the fee stipulated in Articles R.5334-4, R5334-5 and R5321-39 of the French Transport Code under the conditions provided for in Article 5 of the decree of August 12, 2022 on the exchange of waste information between ports and ship captains.

## VI. Fee obligation

The cleaning of quayside areas as well as the collection and treatment of waste on ships are carried out by private companies. Payment for these services is made directly by the ship, via its representative.

The management of waste delivery facilities on quays, called “MARPOL points”, is handled by Port Atlantique La Rochelle. The costs of operating these port reception facilities are covered through the collection of a fee from ships.

The aim is to achieve a balance between income and expenditure. To do so, a financial analysis is carried out when port dues are reviewed.

### 1. Fee for the delivery of waste in a port drop-off point

#### A. Legal framework

In accordance with the provisions of Article R5321-37 of the French Transport Code, the costs of receiving and processing ship waste in ports are borne by shipowners, regardless of the service provider carrying out these operations.

Ships calling in port are subject to payment of the fee stipulated in Article R5321-38 of the French Transport Code regardless of whether or not waste is delivered in port reception facilities.

In accordance with Article L5336-11 of the French Transport Code, any vessel failing to comply with these obligations is liable to a fine of up to 40,000 euros, calculated on the length of the vessel and payable by the shipowner.

## B. Pricing policy

The aim is to balance the revenue from the waste fee and the expenses incurred by Port Atlantique La Rochelle for the management of the waste delivery facilities.

A financial analysis carried out at the time of the port dues review ensures that this balance is maintained.

## C. Principles

- Fixed charge, linked to the taxable volume of vessels;
- Fee per call or yearly fee;
- Port Atlantique La Rochelle can apply a 10% increase on the fee in case of non-compliance by ships in accordance with the provisions of Article L.5336-1-4 of the French Transport Code.
- Port Atlantique La Rochelle can apply a reduction on the fee under certain conditions set out in article R.5321-39 of the French Transport Code.

The waste fee is included in the port fees.

Fees and exemptions are detailed in the port fees booklet, published annually.

It is available on the Port website under the section "Port fees and services".

## VII. Reporting deficiencies with reception facilities

Deficiencies may be reported by ships, shipping agents, service providers, or the Harbor Master's Office.

Notifications of any deficiencies can be logged using the form available on the Port website [www.larochelle.port.fr](http://www.larochelle.port.fr) under the section "Waste Management".

These notifications must be forwarded to the Harbour Master's Office. They are reviewed and can lead to corrective actions implemented as soon as possible and, when required, modification of the procedures.

## VIII. Management of change

When reviewing the Waste Reception and Handling Plan, an assessment of practices and needs is conducted to identify what actions could be implemented to improve the management of waste.

In addition, topics related to waste management can be discussed during the Port Operations meeting attended by shipping agents and port authorities and that takes place every day of the week.

## ix. Contact details

The contact details of the person responsible for implementing and monitoring this waste reception and handling plan are available on the Port website [www.larochelle.port.fr](http://www.larochelle.port.fr) under the “Waste management” section.