

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	Centro de Navegacion (Argentina)
ENQUIRY DETAILS:	<p><i>We are in discussion with the national phytosanitary authorities in an effort to incorporate best practices and eliminate incorrect actions related to inspections of vessels by officers of the agency in order to enforce national regulations preventing the spread of diseases and plagues through MARPOL Annex V waste. In this regard:</i></p> <ol style="list-style-type: none"><i>1. Is there any specific regulation related to the prevention of diseases and plagues through waste produced by vessels, or do your authorities just require the vessel to apply the international regulations in MARPOL Annex V?</i><i>2. Do inspectors of the phytosanitary agency come on board or are the inspections performed in accordance with the procedures in MARPOL?</i><i>3. Do you find any problem with reception facilities for these types of waste, or the cost of operation and processing?</i><i>4. Could you mention the approx. cost to discharge waste, indicating the parameter used (volume, weight, type etc.) to charge the vessel?</i><i>5. Any other comment or clarification on this issue will be highly appreciated.</i>
REPLY TO:	admin@fonasba.com
COPY REPLY TO:	
CLOSING DATE FOR REPLIES:	Friday 11th November

RESPONDING ASSOCIATION COMMENTS:

Algeria	<ol style="list-style-type: none">1. No specific regulation is actually used, the coast guards are the one dealing with this issues2. No, the phytosanitary shall come (if they do) at last but mainly the coast guards are the one ringing the alarm.3. Only garbage is allowed is general in Algéria, mostly all ports do not allow discharging of bilge water, waste oils and sometimes dunnage is not discharged.
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Australia	<p>1. Yes. See attached links: http://www.agriculture.gov.au/biosecurity/legislation/new-biosecurity-legislation/16-june/shipping-industry Marine Order 95 (Marine pollution prevention - garbage) 2013 https://www.legislation.gov.au/Series/F2013L00059</p> <hr/> <p>2. Department of Agriculture and Water Resource administer biosecurity and health related issues and AMSA administer MARPOL. Both could attend the vessel</p> <p>3. For certain waste, reception facilities not the best in Australian ports.</p> <p>4. Cost varies.</p> <p>5. https://www.amsa.gov.au/environment/regulations/waste-reception-facilities/index.asp http://dinrac.nowpap.org/documents/MALITA_10_Waste_Reception_Facilities_1997_by_AU%26NZ.pdf</p> <hr/>
Belgium	<p>1. MARPOL V applies as well as the European directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues, as transposed in the Belgian legislation.</p> <p>2. Inspections (focussing on storage capacity on board, waste register...) are performed by officers of Port State Control, i.e. in accordance with MARPOL procedures. Also the port captain department of the Port authority are allowed to perform inspections if they should see fit, this only happens exceptionally. Phytosanitary authorities are not involved in these inspections.</p> <p>3. No.</p> <p>4. See article 16 of the Antwerp tariff regulation for sea-going vessels on the next page, but in order to calculate the final amount it needs to be read together with article 19 of this regulation.</p> <p>5. We have included all articles of the Antwerp tariff regulation for sea-going vessels pertaining to ship's waste hereunder for your further information. This regulation is exemplary for all Belgian ports, where similar ones are in force. Belgium always tries to be "best in class" with regard to environment and sustainability, and since you are looking to implement "best practice" ☺....</p>
Brazil	<p>1. We must declare the presence of any wooden packaging on board and, as a result, there is an inspection to verify if the material was subjected to effective treatment. Otherwise, we follow the international regulations.</p> <p>2. Yes, in general they come on board.</p> <p>3. Yes. There is a cost to renew the Phyto Certificate and also an "operational penalty", once the vessel must by the sanitary inspection before starts the load/unload operations.</p> <p>4. It depends case by case and the type of charter.</p>

Croatia	<p>1. MARPOL regulations are applied</p> <p>2. All inspections performed in accordance with the procedures in MARPOL</p> <p>3. No</p> <p>4. Standard ship's waste charged per GT (tariff abstract pasted below). Costs for any extra waste agreed separately.</p> <table border="0" data-bbox="553 415 1117 562"> <tr> <td>vessels up to</td> <td></td> <td>500 GT</td> <td>€ 50</td> </tr> <tr> <td>from</td> <td>501 -</td> <td>1.500 GT</td> <td>€ 66</td> </tr> <tr> <td>from</td> <td>1.501 -</td> <td>5.000 GT</td> <td>€ 107</td> </tr> <tr> <td>from</td> <td>5.001 -</td> <td>10.000 GT</td> <td>€ 120</td> </tr> <tr> <td>over</td> <td></td> <td>10.000 GT</td> <td>€ 124</td> </tr> </table>	vessels up to		500 GT	€ 50	from	501 -	1.500 GT	€ 66	from	1.501 -	5.000 GT	€ 107	from	5.001 -	10.000 GT	€ 120	over		10.000 GT	€ 124
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Cyprus	<p>1. An Official declaration is made to the Authorities applying the regulations of MARPOL Annex V.</p> <p>2. Inspectors come onboard.</p> <p>3. Costs are regulated by an official tariff.</p> <p>4.i The basic tariff is as follows:</p> <table border="1" data-bbox="472 835 1312 1167"> <thead> <tr> <th>Capacity of Vessel (gross tonnage)</th> <th>Charges payable in EURO</th> <th>Delivery of sludge on the port quays (cubic meter per call)</th> </tr> </thead> <tbody> <tr> <td><5.000</td> <td>169,59</td> <td>5</td> </tr> <tr> <td>5.001 - 10.000</td> <td>290,13</td> <td>8</td> </tr> <tr> <td>10.001 - 15.000</td> <td>416,78</td> <td>10</td> </tr> <tr> <td>>15.001</td> <td>553,69</td> <td>10</td> </tr> </tbody> </table> <p>(ii) Vessels of regular calls with scheduled routes are exempted from the payment of the above charges provided that they provide the local Authority with a copy of an agreement which guarantees the delivery of sludge/residues and payment of fees at a port on their schedules/itineraries.</p> <p>(iii) An additional fee is also paid in cases that sludge/residues are delivered away from the main ports.</p>	Capacity of Vessel (gross tonnage)	Charges payable in EURO	Delivery of sludge on the port quays (cubic meter per call)	<5.000	169,59	5	5.001 - 10.000	290,13	8	10.001 - 15.000	416,78	10	>15.001	553,69	10					
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Denmark	<p>1. Apply to MARPOL</p> <p>2. Usually not coming on board, but it is up to the authorities to decide.</p> <p>3. Question 3, 4 and 5 combined: Normally treated as ordinary waste unless otherwise instructed by the authorities. Only if of the dangerous nature cost will be invoiced as per outlay. Costs for delivery of non-dangerous cargo are included in port dues.</p>																				
Dubai	<p>1. Apply the International regulations in MARPOL Annex V</p> <p>2. In accordance with the procedures in MARPOL</p> <p>3. No</p> <p>4. Approx. AED 150/- per day</p>																				

France	<ol style="list-style-type: none"> 1- No regulation in force, only ships sanitary declaration to be send to the agent prior the call 2- Only if a request is done by master 3- At this stage this not happen in France 4- Depending on the port in France, for Rouen it is free till 20 cubic meters and then 140€ per cubic meter more 5- no
Germany	<ol style="list-style-type: none"> 1. Just MARPOL V 2. Not on a regular basis, when there is reason to suspect that something went wrong 3. No, not generally 4. Please find attached the latest tariffs of the Port of Hamburg - in German only
Greece	<ol style="list-style-type: none"> 1. FOR PREVENTION OF POLLUTION FROM SHIPS' GENERATED WASTE, THE AUTHORITIES REQUIRE SHIPS TO APPLY MARPOL ANNEX V REGULATIONS 2. AS PER MARPOL. HOWEVER IN CASES WHEN THERE ARE CARGO RESIDUES (SUCH AS GRAINS ETC) THAT NEEDS TO BE DISCHARGED AS GARBAGE AT THE PORT OF CALL, AUTHORITIES REQUIRE PHYTOSANITARY CERTIFICATE. 3. NO 4. VESSELS PAY SOLID WASTE DUES AND LIQUID WASTE DUES IRRESPECTIVE OF ACTUAL DISCHARGE OF WASTE. IN CASE THEY DISCHARGE THERE IS A DISCOUNT ON THE WASTE DUES OF 80% PLUS THE VESSEL HAS TO PAY THE WASTE DISPOSAL COSTS. THE DUES VARY DEPENDING ON THE PORT AND THE SIZE OF THE VESSEL. FOR EXAMPLE FOR A VESSEL OF 25.000 GT THE DUES ARE ABOUT 800 EURO. THE SOLID DOMESTIC WASTE DISCHARGE COST IS ABOUT 35 EUROS PER CBM.
Hungary	<ol style="list-style-type: none"> 1. No 2. Yes but not based on MARPOL 3. Each and every company has different lists of services: http://tankerport.hu/index.php/en/services 4. Do not have
Israel	<ol style="list-style-type: none"> 1. The Israeli Health Authorities are operating under the Auspices of World Health Organization Treaties in Particular under the International Health Regulations 2005 and the IMO MARPOL Annex V Waste regulations. Recently the Ministry of Health initiated a Hebrew version of those regulations to assist the agents to fulfil them. 2. The answer is negative. 3. N/A 4. The costs are as follows: <ol style="list-style-type: none"> a. Garbage - US\$ 33 per each day of Berthing of a regular vessel, US\$ 100 per each day of berthing for passenger vessels.

	<p>b. Bilge Waste- For vessels up to 200 meter US\$ 280 per each call and US\$ 340 for vessels over 200 meters per each call.</p> <p>c. For removal of Sludge US\$ 220 per metric ton.</p>
Italy	<p>MARPOL annex V is related to solid wastes and in Italy it's compulsory for every ship to discharge all solid wastes every day when in the port (in some ports also when on roads). Some ships can obtain exemption in case of difficulties or very quick calls depending on some criteria. No regulation related to prevention of diseases - the regulations are only oriented to marine pollution prevention. No phytosanitary visits carried out in regards to ship's wastes. Costs in Genoa as per attached tariff - different in every port of course. As mentioned briefly wastes disposal is more related to marine pollution prevention than to sanitary issues / plague control, which can become a matter of sanitary authorities - sanitification certificates and inspections on ships in case of renewal of said certificates.</p>
Japan	<ol style="list-style-type: none"> 1. Japanese Government has ratified MARPOL Annex V and concerned sector governmental published guide line for complying with MARPOL Annex V and monitoring malpractices if happen. 2. Port State Control officer as well will visit foreign flag vessels and examine to ship's master to obey MARPOL Annex V. 3. However, it becomes problems in severe nowadays that facility/receiving space on land for plagues and disease from vessel are limited and such costs are getting higher.
Kenya	<ol style="list-style-type: none"> 1. No 2. Yes 3. No 4. Free/The cost is negotiable 5. No
Malta	<ol style="list-style-type: none"> 1. Local Authorities require that Vessels adhere to MARPOL Annex V. Should the Vessel be arriving from a sensitive country or region listed in the Port Notices as Risk area the discharge of waste is rejected. 2. Inspectors carry a spot check in accordance to MARPOL procedures 3. Reception facilities do not refuse waste subject that the waste being received is segregated and Vessel is cleared for entry into Port. 4. Cost varies due to nature of waste. Organic waste is charged on CBM and weight
Mexico	<ol style="list-style-type: none"> 1. In SAGARPA The Secretariat of Agriculture, Livestock, Rural Development, Fisheries and Food) disclosed the places that are authorized to carry out the disposal of waste generated by ships and characteristics in which they must carry out 2. The phytosanitary agency is below the vessel to carry out the inspection 3. Yes, since Not all Ports have facilities for receiving this kind of waste. 4. It is per cubic meter and the cost is trade issue so we do not know it. They have a Services Agreement Entered with the competent authorities.

Morocco	<ol style="list-style-type: none"> 1. The vessels are required to apply the international regulations in MARPOL Annex. 2. It is Port Health Officers who board vessels on berthing for sanitary inspection. 3. These types of waste need specific declaration to health authorities to obtain eventual discharge agreement. 4. Discharge of waste is carried out into trucks and the approximate costs are about US Dollars 300- for a minimum of 5 m³ trucks. 5. The collection of waste is performed by private and authorized contractors on ships command request.
Netherlands	Yes, there is European regulations for MARPOL Annex V. At this moment it is mainly administrative control and we do not have any problems with waste collections. Rates will be attached separately.
Portugal	<ol style="list-style-type: none"> 1. Yes 2. By default no. 3. No, any Portuguese Ports has a licensed company for this type of operations. 4. Each port has it's in own official tariffs 5. Disposal Certificate is always issued by the licensed company
Russia	<ol style="list-style-type: none"> 1. Vessels are required to apply the MARPOL Annex V regulations. 2. They don't come on board. 3. The cost is included in Environment port dues. 4. Vessel GT is used to calculate the environment dues. It's to be paid for each vessel call and irrespectively whether the vessel is going to discharge any waste or not.
Slovenia	This item is covered by the requirements of the Port Reception Facilities Directive (2000/59/EC).
South Africa	<ol style="list-style-type: none"> 1. We enact the International health regulation which assists in the prevention of the international spread of communicable disease e.g. plague 2. We do risk profiling prior to a vessel entering the port by analysing all pertinent information on free pratique messages relating to communicable diseases. All vessels must have a valid Ship Sanitation Certificate as it is a legal requirement as per the IHR. The vessels are boarded on arrival alongside a designated berth and a thorough sanitary inspection is carried out. 3. Waste has to be segregated as per the type e.g. galley waste, medical waste etc. Waste removal is the function of Transnet National Port Authority (TNPA) in S.A. and the Department of Agriculture from cradle to grave. Port Health only monitors the safe removal from the port. The cost of waste removal is quite high depending on the type of waste and I believe that hazardous waste or medical waste is the most expensive. 4. The issue regarding the cost factor could only be verified by TNPA and Agriculture. 5. S.A. is a member state of WHO (WORLD HEALTH ORGANIZATION) and therefore must comply to the requirements outlined in the IHR (INTERNATIONAL HEALTH REGULATION) to ensure a safe and a

	<p>sanitary environment for all international travellers at all times. Therefore waste removal is one of the criteria's that plays a vital role to ensure compliance</p>
Spain	<ol style="list-style-type: none"> 1. Spain applies international regulations as per MARPOL Annex V 2. No, they do not come on board for these purposes. 3. The Spanish (and European procedure) is expensive and complicated. All ships calling a Spanish port will pay a fixed fee when berthing in port, whether unloading of waste takes place or not. Procedure to demonstrate to the authorities that the waste has been discharge in the previous port are very difficult. So normally the ship is paying for every call. 4. I attached copy of the article 132 of the National Ports Law on which the tariff and the procedures are detailed. (Only document version is in Spanish. As far as it's for our Argentinian friends, I think it's ok)
USA	<ol style="list-style-type: none"> 1. USA has adopted all of MARPOL regulation and standards. 2. USDA APHIS CBP (United States Department of Agriculture, Animal Plant Health Inspection Service, Customs Border Protection) Inspectors, Also EPA (Environmental Protection Agency) through the VGP (Vessel General Permit) implements USCG. Inspections are conducted onboard for compliance during port state control annual exams (USCG) on Marine Sanitation and Pollution control procedures, as well as routine inspections during arrival formalities by APHIS/Customs, this especially during targeted seasons for identified pests i.e. Asian Gypsy Moth. Waste vendors servicing vessels regularly come under annual audit from EPA. 3. No issues for availability of waste facilities, some Marine Waste disposal contractors are now unable to accept incinerator ash as it is considered hazardous materials by local state regulatory authorities 4. Usually disposal is \$250 per metric ton. In some ports, especially those with less vessel traffic, additional transportation (per mile and wait time) charges might also apply and can be always quoted in advance.