



PORT OF MOTRIL USER'S GUIDE



Puerto de Motril
GRANADA



Autoridad Portuaria de Motril

**Ships Waste Reception and
Handling Plan**

Edition 9. June 2024

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1 INTRODUCTION

This guideline is aimed at ensuring a proper management of ships waste (generated during the functioning of the ships and from the cargo they transport) that might be delivered at the Port of Motril.

For a long time, the oceans have been used as a dump, without taking into consideration the effect that dumped waste might have over the water biological regeneration ability, which has remarkably decreased over time. This situation was not acknowledged until relatively recently.



In this framework, the International Convention for the Prevention of Pollution from Ships and its 1978 Protocol (commonly known as MARPOL 73/78) was established, with the purpose of regulating the conditions of waste and residues disposal in to the marine environment and the availability of adequate port reception facilities at ports of the Member States, in order to avoid marine pollution.

By “adequate port reception facilities” are understood the facilities that meet the needs of users referring the management of ships waste and cargo residues, without causing non-programmed delays to the ships.



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2 SHIPS WASTE

There are different types of ships waste, classified in accordance to MARPOL Convention and *Royal Decree 128/2022, of 15 February, on ships waste port reception facilities*, as shown below:

Waste from ships

- ⚙️ **ANNEX I:** oily water (bilge, oil, ballast);
- ⚙️ **ANNEX IV:** sewage (drains, sanitary waste, etc.);
- ⚙️ **ANNEX V:** garbage (domestic waste and cargo and normal ship maintenance related waste);
- ⚙️ **ANNEX VI:** exhaust gas-cleaning residues and ozone-depleting substances and equipment containing such substances.

Cargo residues

- ⚙️ **ANNEX I:** hydrocarbons cargo residues (rests and tanks washings);
- ⚙️ **ANNEX II:** noxious liquid substances in bulk (rests and tanks washings);
- ⚙️ **ANNEX V:** cargo residues from dry bulk (rests and tanks cleanings).

Passively fished waste. Waste passively collected in nets during fishing operations.

Among these wastes, the ones most frequently generated at the Port of Motril are waste from ships belonging to the **Annex I** and the **Annex V**, which are as follows:

- ⚙️ **ANNEX I:** bilge waters from the engine room and sludge generated from the engines functioning;
- ⚙️ **ANNEX V:** waste generated during the maintenance and normal functioning of the ship, such as plastics, food waste, domestic waste (packages, bottles, cardboard, broken pieces, cans, rags, etc.), cooking oil, garbage incinerator ashes and operational waste.

Although every ship generates sewage (Annex IV), the removal of this type of waste has only been requested very punctually to this date.

The generation of waste from noxious liquid substances transported in bulk (Annex II) is least frequent, as well as passively fished waste. The removal of ozone-depleting substances (Annex VI) generated during maintenance and substitution of equipment has not been requested as well.

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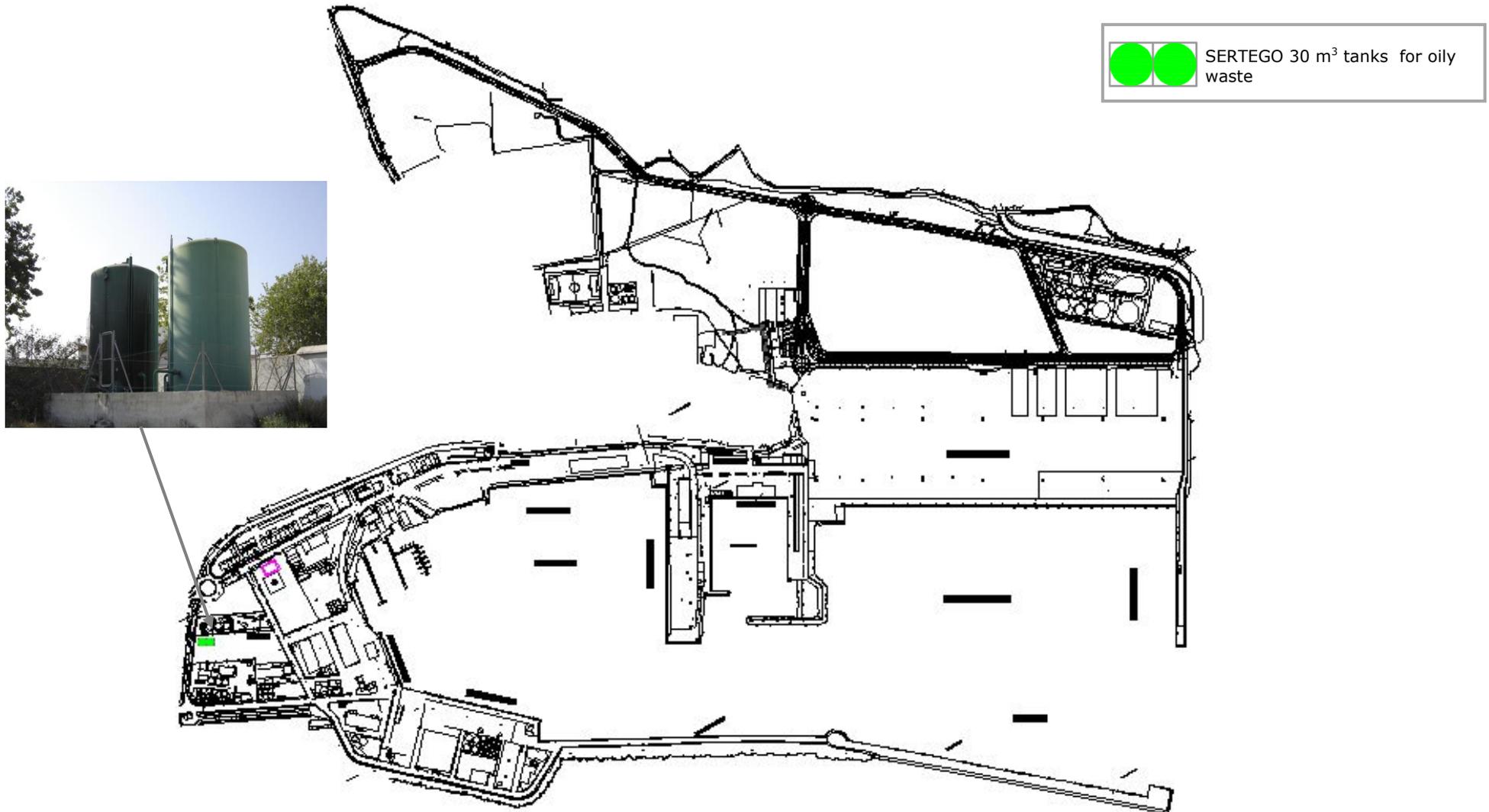
3 PORT RECEPTION FACILITIES

The location of the fixed port reception facilities of the Port of Motril is shown below, together with their contact data.

PORT RECEPTION FACILITY			
Address	Recinto portuario s/n, Puerto de Motril	Sin instalaciones en el Puerto de Motril	Sin instalaciones en el Puerto de Motril
Telephone	(+34) 646.54.31.89/956.57.37.33	(+34) 607.244.085/647.953.899	En Motril: 611.351.279 Genérico: 697.23.43.48
Email	marpol.buques.motril@transvegaehijos.com	baltasarb.martinez@prezero.es/ francisco.crespo@prezero.es	cuevas@cuevassl.com
Waste with licence	Annexes I and IV	Annex V	Annex V
Opening hours	24 hours	24 hours	24 hours

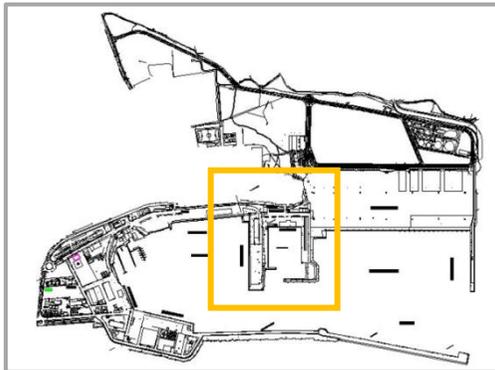
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PORT RECEPTION FACILITIES AT THE COMMERCIAL PORT



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PORT RECEPTION FACILITIES AT THE FISHING PORT



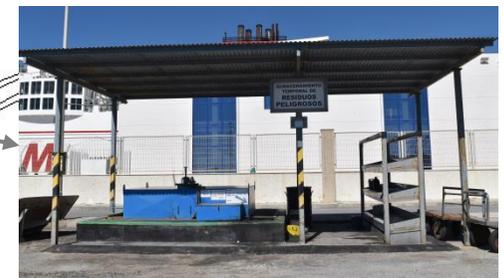
MUELLE DE LEVANTE

DARSENA PESQUERA

-  10 m³ compactor for fishing waste
-  2,4 m³ container for packages
-  3 m³ container for used oil
-  0,5 m³ container for used oil filters
-  2 m³ wheeled bucket for organic garbage

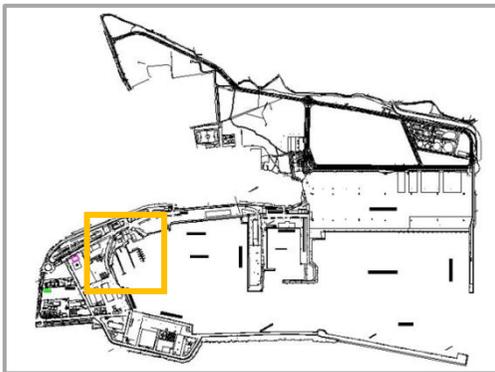
PLACE OF TEMPORARY STORAGE:

-  2,5 m³ container for glass
-  2,5 m³ container for used domestic oil
-  0,15 m³ container for fluorescent tubes
-  0,12 m³ container for luminaries
-  0,12 m³ container for lamps
-  0,12 m³ container for batteries
-  0,6 m³ container for hazardous waste



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PORT RECEPTION FACILITIES AT THE MARINA "REAL CLUB NÁUTICO MOTRIL"

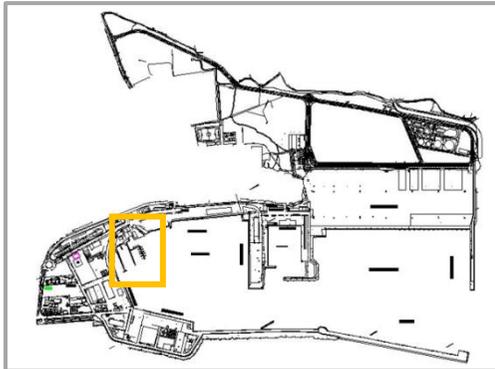


- 0,12 m³ container for glass
 - 1 m³ wheeled container for garbage
 - 0,12 m³ wheeled container for garbage
 - 0,24 m³ wheeled container for garbage
- PLACE OF TEMPORARY STORAGE:**
- 0,6 m³ container for used oil
 - 0,6 m³ drum for used rags
 - 0,6 m³ container for oil filters
 - 0,2 m³ drum for metal contaminated packages
 - 0,3 m³ drum for used batteries



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PORT RECEPTION FACILITIES AT THE MARINA "MARINA MOTRIL"



- 1 m³ container for garbage
- 0,12 m³ container for organic garbage
- 0,2 m³ container for used oils
- 0,025 m³ container for absorbent rags



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4 PROCEDURE OF DELIVERY

The procedure that ships must follow to notify and deliver their wastes is presented below:

1. Notification

The ship (shipping company, operator, consignee or Captain), during the calling authorisation, indicates if it wants to deliver waste through the **"Advance notification form for wastes delivery to port reception facilities"**, using the web portal "DUEWEB".



2. Service request to the provider company

The Captain or the ship's consignee agent requests the service of waste removal to the authorised reception facility and together they agree to a date and hour to provide the service and the necessary means. The port reception facility will inform the Port Authority (Department of Planning and Operation. Division of Port Operations).



3. Delivery

The ship delivers the waste to the port reception facility. When prescriptive and before receiving the waste, the operator of the reception facility and the ship representative will complete and sign the corresponding safety checklist.

Once concluded the service, the reception facility completes the **"Waste delivery receipt"** and, if so, the **"Wastes delivery complementary receipt"** and hands it to the ship Captain or its representative.



4. Receipts

The ship Captain or its representative sends the **"Waste delivery receipt"** to the Maritime Captaine and the Port Authority and, if so, the **"Wastes delivery complementary receipt"** to the Port Authority and the competent environmental and customs authority. Moreover, the operation is registered in the registry of the port reception facility and in the registry book of the ship.



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5 NOTIFICATION OF DEFICIENCIES

Any deficiency detected by the Port users concerning the port reception facilities can be notified to the Port Authority of Motril, by delivering the **“Format for reporting alleged inadequacies of port reception facilities”** of appendix 1 of MEPC.1/Circ.834/Rev.1 **“Consolidated guidance for port reception facility providers and users”** of the International Maritime Organisation (IMO) or, if so, the format that replaces it, through email to the Department of Planning and Operation (operaciones@apmotril), the electronic office or the “General register of the Port Authority”, which will send it to the mentioned department.

Port Authority of Motril

✉ Port area, 18613 Motril (Granada)

☎ 958.601.207

☎ +34.958.601.234

@ operaciones@apmotril.com

APÉNDICE 1

FORMULARIO PARA NOTIFICAR SUPUESTAS DEFICIENCIAS DE LAS INSTALACIONES PORTUARIAS DE RECEPCIÓN¹

El capitán de un buque que se enfrente con dificultades para descargar desechos en instalaciones de recepción debería presentar la información que se pide más abajo, acompañada de cualquier documento justificativo, a la Administración del Estado de abanderamiento y, de ser posible, a las autoridades competentes del Estado rector del puerto. El Estado de abanderamiento comunicará el suceso al Estado rector del puerto. El Estado rector del puerto debería examinar el informe y responder oportunamente informando de los resultados de su investigación a la OMI y al Estado de abanderamiento que realiza la notificación.

1 PORMENORES DEL BUQUE

- 1.1 Nombre del buque: _____
- 1.2 Propietario o armador: _____
- 1.3 Número o letras distintivos: _____
- 1.4 Número IMO²: _____
- 1.5 Arqueo bruto: _____
- 1.6 Puerto de matrícula: _____
- 1.7 Estado de abanderamiento³: _____
- 1.8 Tipo de buque: _____
- Petrolero Buque tanque químico Granelero
 Otro buque de carga Buque de pasaje Otro (especifíquese) ____

2 PORMENORES DEL PUERTO

- 2.1 País: _____
- 2.2 Nombre del puerto o de la zona: _____
- 2.3 Nombre de la localidad/terminal: _____
(por ejemplo, atraque/terminal/pantalán)
- 2.4 Nombre de la compañía encargada de la instalación de recepción (si procede): _____
- 2.5 Tipo de operación portuaria: _____
- Puerto de descarga Puerto de carga Astillero
 Otros (especifíquese) _____
- 2.6 Fecha de llegada: ___/___/___ (dd/mm/aaaa)
- 2.7 Fecha del suceso: ___/___/___ (dd/mm/aaaa)
- 2.8 Fecha de salida: ___/___/___ (dd/mm/aaaa)

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6 COST RECOVERY SYSTEM

The cost of the ship waste reception service, excluding the cargo residues, is defrayed by the payment of fees (direct and indirect/fixed) on the part of the ships.

Indirect or fixed fee (ship -> Port Authority)

This fee is paid regardless wastes are delivered or not to the port reception facility. It covers the indirect administrative costs derived from the provision of services by the port reception facilities and a significant proportion of the direct operative costs derived from the effective disposal of waste from ships. It does not include waste from exhaust gas-cleaning systems, whose costs are covered as a function of the type and quantity of waste delivered.

It entitles to deliver wastes from the Annexes I and V of the MARPOL Convention during the first seven days of call, as well as the passively fished waste.

The **indirect or fixed fee** to pay by the ships to the Port Authority in each call at port is the result of the following formula:

FIXED FEE [€] = (coeficient x R1 + people x R2), where:

coeficient is a parameter calculated as a function of the ship size, as indicated in the following table:

SHIP SIZE (G.T.)	coeficient
<2.500	1,5
2.501 - 25.000	6 x 0,0001 x GT
25.001 - 100.000	1,2 x 0,0001 x GT + 12
> 100.000	24

R1 is a basic amount of 75 € for passengers ships and 80 € for the rest of ships

R2 is a basic amount of 0,25 €

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Thus, the value of the fixed fee results in:

SIZE (G.T.)	FIXED FEE (€)	PASSENGERS FEE (€)
<2.500	120	112,5 + 0,25 x people
2.501 – 25.000	0,048 x G.T.	0,045 x G.T. + 0,25 x people
25.001 – 100.000	0,0096 x G.T. + 960	0,009 x G.T. + 900 + 0,25 x people
> 100.000	1.920	1.800 + 0,25 x people

The collections performed by marine means or in the Zone II of the Port will increase the fixed fee presented in the previous table in a 25%.

Fixed fee (ship -> port reception facility)

This fee covers the actually delivered waste quantities that are not included in the payment of the indirect fee. It does not include the delivery of wastes from the Annex V of the MARPOL Convention different from the cargo residues, in particular, passively fished waste, except when the volume delivered exceeds the maximum storage capacity or it significantly deviates from the notified volume.

The fees are established by the provider company, always below the maximum fees established in the **"Sheet of particular prescriptions for the provision of the ship waste reception service"**.

To find out about direct rates, see the corresponding file "Fees and tariffs" that is publicly available on the website of the Port of Motril at the following link:

<https://www.apmotril.com/tasas-y-tarifas>



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Thanks for collaborating

