



# Port of Motril user's guide

## ***MARPOL service***

Edition 6 – Abril 2021



# 1

## INTRODUCTION

This guideline is aimed at ensuring a proper management of waste and cargo residues coming from ships that might be needed to collect at the Port of Motril.

For a long time, the oceans have been used as a dump, without considering the effects of residues disposed over the biological regeneration ability of the water, which has remarkably decreased over time. It was very recently when the world became aware of this situation.



In this framework, the International Convention for the Prevention of Pollution from Ships was established at 1973, and its Protocol 73/78 (commonly known as MARPOL 73/78) was published, in order to regulate the conditions of waste and residues disposal into the marine environment and the availability of adequate reception facilities at Ports of the Member States, in the intention that marine pollution be prevented.

By “adequate facilities” it is understood facilities that meet the needs of users referring to management of waste from ships and cargo residues, without causing undue delays to the ships.



## 2

# SHIP WASTE AND CARGO RESIDUES

There are different types of ship waste and cargo residues, catalogued by MARPOL 73/78, as shown below:

### Ship waste

Annex IC of MARPOL: oil waste

Annex IV of MARPOL: sewage

Annex V of MARPOL: garbage

Annex VI of MARPOL: residues from exhaust gas cleaning

### Cargo residues

Annexes IA and IB of MARPOL: cargo remains, water residues from tanks cleaning, etc.

Annex II of MARPOL: liquid harmful substances transported in bulk

Annex V of MARPOL: dry bulk

### Other

Annex VI of MARPOL: ozone depleting substances (ODS) and equipment containing them

Among them, the most frequent ones at the Port of Motril are:



**OIL WASTE** (Annex IC);



**GARBAGE** (Annex V).

Although every ship generates sewage (Annex IV), no one has ever demanded reception of this type of waste.

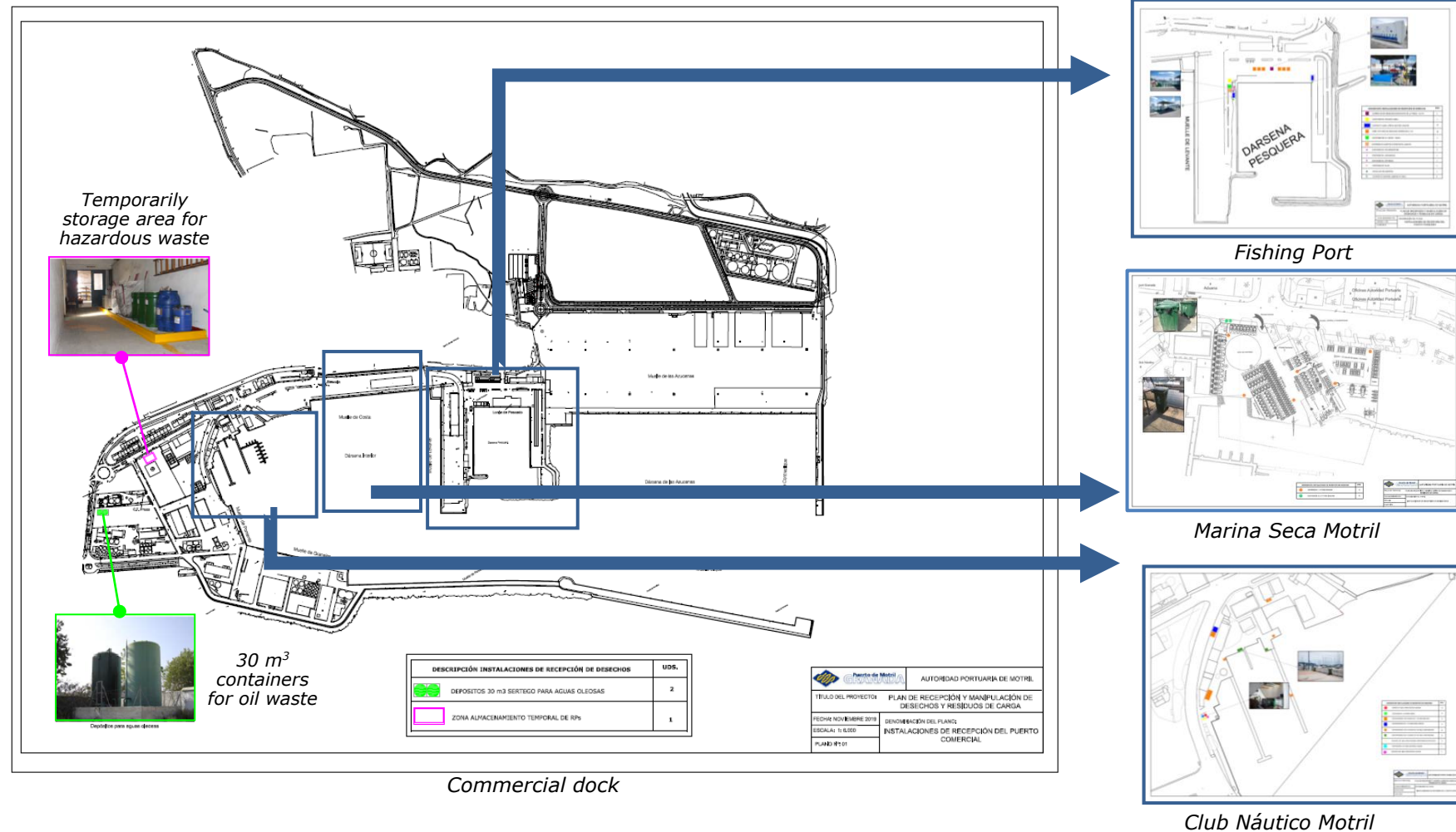
Least frequent residues are the liquid harmful substances transported in bulk (Annex II) and the ODS (Annex VI), which are generated during equipment maintenance and replacement. During the last years, no ship has either demanded their reception.



# 3

## PORT RECEPTION FACILITIES

In the following pictures the location of the Port reception facilities operating in spaces managed in the Port of Motril is shown.



# 4

## PROCEDURE OF DELIVERY

### 1. Notification

The captain of the ship (or his agent) requests to call at the Port of Motril by the document named D.U.E. (Declaration of Port call), aimed at the Port Authority of Motril and the Maritime Authority. In the D.U.E., there must be indicated the quantity of waste the ship has intention to deliver, the quantity that will remain on board, the maximum storage capacity and the estimation of residues delivery at next call port.



### 2. Service request

The captain, by means of his agent, requests the waste reception service by emailing the Port reception facility the model aimed at this purpose, 12 to 2 hours in advance (in case it is not possible to present the request within the advance required, call the number + 34 956-573-733, +34 610-750-777 for Annexes IC and IV, and +34 630-160-754 for Annex V). After that, the captain will wait for confirmation; if the service cannot be provided in the time requested, an agreement will be reached with the Port agent by telephone.

In the event that, AT ARRIVAL TO THE PORT, the ship discharges volumes that exceed its storage capacity, the ship, through the consignee agent, will pay for this Port service directly to the company providing the service of waste removal.

When, AT ARRIVAL TO THE PORT, the volumes of waste disposed are higher than the volume previously declared by the ship in the service request or D.U.E., without exceeding the maximum storage capacity, before the company providing the service removes the waste, it will contact the consignee agent and the ship, in order to extend the service request, justifying the reason of the quantity increase, and communicating the event to the Port Authority. Once the extension is emitted, the waste deliver will be possible. The company providing the service could delay the time of the deliver, since new equipment (containers, tanks) might be needed due to the quantity increase.



### 3. Safety rules

- The operator of the Port facilities will carry identification.
- The operation will be constantly supervised by the operator and the captain (or engineer officer) in order to ensure its appropriate development and to comply with the environmental and safety conditions.
- The operator and the captain will be in contact for the whole operation.



### 4. MARPOL receipt

Once the service is finished, the Port reception facility will write down the collected volume of each type of residue in the MARPOL certificate, which will comply with the model established in the Order FOM/2931/2015, December 4<sup>th</sup>. The transaction will also be registered at the ship and Port reception facility record books.



# 5 NOTIFICATION OF DEFICIENCIES

Any deficiency detected by the Port users concerning the reception service of ship waste and cargo residues should be reported to the person responsible for the implementation of the PRMD (Plan of reception and handling of waste from ships and cargo residues) of the Port Authority of Motril, by the consolidated format for reporting alleged inadequacies of Port reception facilities.

## Autoridad Portuaria de Motril

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## REVISED CONSOLIDATED FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES<sup>1</sup>

The Master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify the IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

### 1 SHIP'S PARTICULARS

- 1.1 Name of ship: \_\_\_\_\_
- 1.2 Owner or operator: \_\_\_\_\_
- 1.3 Distinctive number or letters: \_\_\_\_\_
- 1.4 IMO Number<sup>2</sup>: \_\_\_\_\_
- 1.5 Gross tonnage: \_\_\_\_\_
- 1.6 Port of registry: \_\_\_\_\_
- 1.7 Flag State<sup>3</sup>: \_\_\_\_\_
- 1.8 Type of ship: \_\_\_\_\_  
☐ Oil tanker    ☐ Chemical tanker    ☐ Bulk carrier  
☐ Other cargo ship    ☐ Passenger ship    ☐ Other (specify) \_\_\_\_\_

### 2 PORT PARTICULARS

- 2.1 Country: \_\_\_\_\_
- 2.2 Name of port or area: \_\_\_\_\_
- 2.3 Location/terminal name: \_\_\_\_\_  
(e.g. berth/terminal/jetty)
- 2.4 Name of company operating the reception facility (if applicable): \_\_\_\_\_
- 2.5 Type of port operation: \_\_\_\_\_  
☐ Unloading port    ☐ Loading port    ☐ Shipyard  
☐ Other (specify) \_\_\_\_\_
- 2.6 Date of arrival: \_\_/\_\_/\_\_ (dd/mm/yyyy)
- 2.7 Date of occurrence: \_\_/\_\_/\_\_ (dd/mm/yyyy)
- 2.8 Date of departure: \_\_/\_\_/\_\_ (dd/mm/yyyy)

<sup>1</sup> This format was approved by the fifty-third session of the Marine Environment Protection Committee in July 2005.

<sup>2</sup> In accordance with the IMO ship identification number scheme adopted by the Organization by Assembly resolution A.600(15).

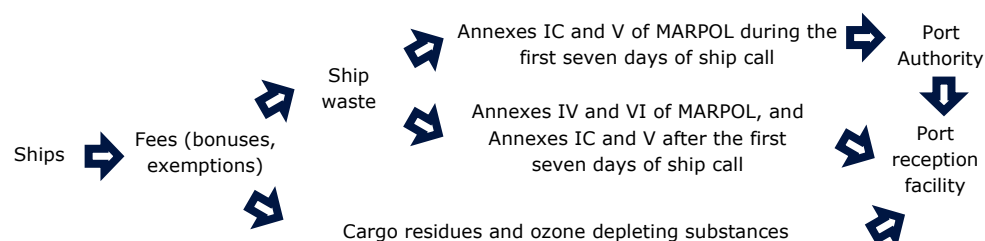
<sup>3</sup> The name of the State whose flag the ship is entitled to fly.



# 6

## FEES SCHEME

The fees regime applicable to the MARPOL service is represented by the following scheme:



In the legal framework of the consolidated text of the Law of State Ports and Merchant Marine (approved by the *Royal Decree 2/2011, September 5<sup>th</sup>*), the Port Authority receives a fixed fee from each ship that calls at the Port, whether the ship delivers waste and residues or not. That fixed fee includes the use of the reception facility with ship waste of Annexes IC and V of MARPOL by terrestrial means in the Zone I of the Port during the first seven days of ship call, without quantity limitation.

After the first seven days of ship call, the delivery of ship waste from the Annexes IC and V must be paid to the Port reception facility, which has its own fees. The same applies to ship waste of Annexes IV and VI, cargo residues and ODS.

The consolidated text of the Law of State Ports and Merchant Marine includes some bonuses and exemptions that apply to the next fees:

These fees could vary annually with the National Budget Law. Also, the Port Authority could propose a corrector coefficient if the amount of money collected is lower than the amount paid to the Port facilities.

SIZE (G.T.)	FIXED FEE (€)	PASSENGERS FEE (€)
0 – 2.500	120	112,5 + people x 0,25
2.501 – 25.000	0,048 x G.T.	0,045 x G.T. + people x 0,25
25.001 – 100.000	0,096 x G.T. + 960	0,09 x G.T. + 900 + people x 0,25
> 100.000	1.920	1.800 + people x 0,25



***Thank you for your collaboration***



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Autoridad Portuaria de Motril

Department of Planning and Operation