

Ship-generated waste in the North Sea Canal Area



Port of Amsterdam

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Cleaner seas through a well-organised collection of ship-generated waste. It is with this purpose in mind that the EU has determined that each seagoing ship must contribute financially to the collection, transport and processing of ship-generated waste. That is why seagoing vessels calling at seaports must pay an environmental fee, irrespective of whether they are going to deliver their waste or not. This European Directive has been worked out in Waste Reception and Handling Plans.

The four municipalities in the North Sea Canal Area (IJmuiden/Velsen, Beverwijk, Zaanstad and Amsterdam) have drawn up a joint Waste Reception and Handling Plan, which is being implemented by the Harbour Master's Division of Port of Amsterdam. In this handout we have set out the most important information about our Waste Reception and Handling Plan.



ELECTRONIC NOTIFICATION WASTE DISPOSAL 24 HOURS PRIOR TO ARRIVAL

You are obliged to submit an Electronic Notification Waste Disposal 24 hours prior to arrival through Portbase. In the Electronic Notification you must indicate how much waste is on board and whether you plan to deliver any waste during your call.

For more information, please see:

www.portofamsterdam.com/en → [shipping](#) → [sea shipping](#) → [more](#) → [electronic notification in PCS](#)



PORT RECEPTION FACILITIES

In the North Sea Canal Area, there are Port Reception Facilities for Annex I, II, IV, V, and VI. You can arrange for your waste to be collected by one of the designated Port Reception Facilities.

An overview of the designated Port Reception Facilities can be accessed via:

www.portofamsterdam.com/en → [shipping](#) → [sea shipping](#) → [ship's waste](#) → [port reception facilities](#)



THE ENVIRONMENTAL FEE DEPENDS ON THE GT OF THE SEAGOING VESSEL:

| SEAGOING SHIP | ENVIRONMENTAL FEE |
|----------------------|---|
| ≤ 3000 GT | EUR 105 + 0,06* GT (rounded to whole €) |
| ≥ 3001 GT | EUR 225 + 0,02* GT (rounded to whole € with a maximum of EUR 580) |



ENVIRONMENTALLY-FRIENDLY VESSELS ARE GRANTED A DISCOUNT

If the seagoing ship's main propulsion machinery is fuelled exclusively with marine gas oil, marine diesel oil, or LNG, you may be granted a reduction of 50% of the environmental fee.

Please apply for your environmental discount via:

www.portofamsterdam.com/en → [shipping](#) → [sea shipping](#) → [ship's waste](#) → [tariffs and waste delivery entitlement](#)



WASTE DELIVERY RIGHT

You will receive the following refund for the delivery of ship-generated waste:

| TYPE OF WASTE | REFUND |
|--|--|
| Annex I: Liquid residues from the engine room (used engine oil, sludge and bilge water) | 1) EUR 200* + EUR 20 for every m ³ of waste collected** |
| Annex V: 1) domestic waste, food residues, and plastic waste 2) small dangerous waste | 1) EUR 200* + EUR 25 for every m ³ of waste collected*** 2) EUR 100 for every delivery |

*

Will be refunded only once if Annex I and V waste are collected simultaneously.

**

Limited to the engine's room storage capacity mentioned on the IOPP Certificate.

With a maximum of 6 m³.

The refund will be paid by Port of Amsterdam to the Port Reception Facility of your choice. The Port Reception Facility will subsequently deduct this from your invoice.



GREEN DEAL SHIP GENERATED WASTE

Port of Amsterdam is partner in the Green Deal on ship-generated waste. As part of this Green Deal, separated delivery of clean plastic waste above 6 m³ in the North Sea Canal Area is free of charge. Clean plastic means plastic not contaminated with food residues, chemical products, oil, paint, or grease. The clean plastic thus collected will be recycled and used for new products as much as possible.



ADDITIONAL DIRECT COSTS

Please Note: The Port Reception Facility may charge you directly for any additional costs, for instance if:

- The amount of waste delivered is higher than the waste delivery right;
- Types of waste are delivered that fall outside the refund;
- Additional costs are made due to domestic waste and small dangerous waste having been mixed;
- Additional costs are made due to shortcomings caused by the seagoing ship.

For more information, please see:

www.portofamsterdam.com/en → [shipping](#) → [sea shipping](#) → [ship's waste](#) → [tariffs and waste delivery entitlement](#)



RULES FOR WASTE DELIVERY

You are obliged to deliver your waste in the North Sea Canal Area unless your ship has sufficient storage capacity for the voyage to the next port:

| NEXT PORT OF CALL | ANNEX I ¹ | ANNEX IV ² | ANNEX V ³ |
|---|--|---|---|
| The next port of call is a EU port³ | The master can refrain from delivery of sludge and/or bilge water if at least 25% of the tank capacity for this type of waste remains available. | The master can refrain from delivery of Annex IV waste if at least 25% of the tank capacity for this type of waste remains available. | The master can refrain from delivery of Annex V waste if at least 75% of the dedicated storage capacity for this type of waste remains available. |
| The next port of call is not a EU port and/or is unknown³ | The master can refrain from delivery of sludge and/or bilge water if at least 75% of the tank capacity for this type of waste remains available. | The master can refrain from delivery of Annex IV waste if at least 25% of the tank capacity for this type of waste remains available. | 100% of the dedicated storage capacity for this type of waste must be available ⁴ . |

1 Annex I: Capacities of the sludge- and bilge tanks are to be judged separately. Capacities of the tanks can be found on the supplement of the IOPP certificate.

2 Annex V: See: MARPOL Annex V (resolution MEPC.201(62)) or the 2012 Guidelines for the Implementation of MARPOL Annex V (resolution MEPC.219(63)).

3 EU: Including Iceland, Norway, Russia and the EU countries.

4 100% is to be judged during the inspection. Mandatory delivery should be proportional.

MORE INFORMATION

Port of Amsterdam

phone: **+ 31 (0) 20 5234 769**

e-mail: **scheepsafval@portofamsterdam.nl**

website: **www.portofamsterdam.com/en →
shipping → sea shipping → ship's waste**

No rights may be derived from the information mentioned above given that the regulatory framework and tariffs will be adjusted regularly.