MARPOL requirements for port reception facilities

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International Maritime Organization

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MARPOL REQUIREMENTS FOR PORT RECEPTION FACILITIES (PRFS)

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1  HISTORIC REVIEW OF IMO’S WORK ON PRFS
MARPOL (International Convention for the Prevention of Pollution from Ships) was established, amongst other things, to prevent the pollution of the marine environment by discharges into the sea of harmful substances, or effluents containing such substances, from ships.

The term “harmful substance” is defined in Article 2 of the Convention as meaning “any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention”.
The six technical Annexes of MARPOL contain detailed regulations with respect to the handling on board ships and in respect to any discharge into the sea or release into the atmosphere of six main groups of harmful substances:

Petroleum in any form (Annex I);
Noxious Liquid Substances (NLS) carried in bulk (Annex II);
Harmful substances carried in packaged form (Annex III);
Sewage (Annex IV);
Garbage (Annex V); and
Air emissions (Annex VI)
MARPOL imposes numerous operational and technical requirements on ships.

MARPOL also imposes one important obligation to the Government of each Party, which is to ensure the provision for reception of ship-generated residues and garbage that cannot be discharged into the sea.

MARPOL requires that residues that cannot be discharged into the sea in accordance with relevant requirements shall be delivered to port reception facilities. It also requires that port States shall ensure the provision of reception facilities which must be *adequate* to meet the needs of ships, *without causing undue delay to them*.

The relevant regulations on port reception facilities are:
- Oily residues (from ER or from cargo): Annex I, regulation 38;
- NLS residues: Annex II, regulation 18;
- Sewage: Annex IV, regulation 12;
- Garbage: Annex V, regulation 7; and
The subject of port reception facilities appeared very early in the agenda of IMO’s Marine Environment Protection Committee (MEPC).

MEPC 2, in November 1974, discussed submissions on port reception facilities by USA, Japan, the International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF).

MEPC 3, in July 1975, “noted that certain States had reported difficulties in accepting and implementing the 1973 Convention particularly with regard to the provision of the necessary reception facilities...”

MEPC 3 established its first working group on reception facilities to study “the requirements and limitations imposed by the 1973 Convention with respect to the provision of reception facilities for wastes containing oil, noxious chemical substances, sewage and garbage from ships.”

MEPC 3 “took note of the report of the working group and agreed that it should be used as a basis for further work during the intersessional period.”
In the 37 years since MEPC 3, the subject of port reception facilities has been in the agenda of virtually all meetings of MEPC.

Allegations of inadequacies of port reception facilities continue to exist and no doubt the problem will continue in the future. MEPC therefore maintains its watch and involvement on the subject.

Furthermore, on 1 January 2013 the revised Annex V of MARPOL is expected to enter into force. According to the revised regulations no discharges are permitted anywhere, with the only exceptions being food wastes and non-harmful dry cargo residues. The requirements of the revised Annex V will put further pressure to the need for adequate port reception facilities.
2 WHAT IS AN “ADEQUATE PRF”? 
What are “adequate port reception facilities”?

MEPC 42 in 1998 agreed that, to achieve "adequate reception facilities“, the port should have regard to the operational needs of users and provide reception facilities for the type and quantities of waste from ships normally using the port without causing undue delay for the ships.

MEPC 44 in 2000 adopted resolution MEPC.83(44) which stated that adequate facilities can be defined as those which:

- mariners use;
- fully meet the needs of the ships regularly using them;
- do not provide mariners with a disincentive to use them;
- contribute to the improvement of the marine environment;
- meet the needs of the ships normally using the port; and
- allow for the ultimate disposal of ships’ wastes to take place in an environmentally appropriate way.
Also note the following statement which appears in the Comprehensive Manual on Port Reception Facilities, IMO, 1999 Edition:

“MARPOL provisions require the government of each party to ensure the provision of adequate port reception facilities without causing undue delay. A port reception facility is anything which can receive shipboard residues and mixtures containing oil, noxious liquids, or garbage. Type and size of the facility depend on the needs of the ships visiting a port.

Where a simple garbage bin may suffice in a small port, another will need larger capacity.”
The reporting of alleged inadequacies

MEPC 56 in 2007 issued circular MEPC/Circ.469/Rev.1 providing the latest amended form for reporting alleged inadequacies in reception facilities (the very first format had been issued by MEPC 26 in 1988 as MEPC/Circ.215). The new format has been disseminated widely and can also be downloaded from GISIS (IMO’s “Global Integrated Shipping Information System”).

According to the reporting procedure, following the completion of a report on inadequacies by a ship’s Master, the ship’s flag State is required to inform the port State of the alleged inadequacies and also to notify IMO, “for transmission to the Parties concerned”.

Port States should respond to reports of inadequacies, informing the reporting flag State and IMO of the outcome of their investigation.
In the last four complete years, IMO Secretariat has received an average of 26 reports of alleged inadequacies per year (over 40% of these being issued by a single flag State).

With over 50,000 ships of more than 500GT in the world fleet, and assuming an average of at least 10 port calls per ship per year, we have more than half a million port calls per year.

If five percent of port calls gave rise to a complaint on inadequacy (25,000) and if only one percent of these complaints resulted in a formal report we should have expected 250 reports annually, which is ten times the number of reports we are receiving.

It would appear that we are only seeing the tip of the iceberg.
3 Obligations of Parties to report & of IMO to disseminate information on PRFs
MARPOL Article 11
Communication of information

(1) The Parties to the Convention undertake to communicate to the Organization:

........

(d) a list of reception facilities including their location, capacity and available facilities and other characteristics;

and also,

Annex I, reg. 38; Annex II, reg. 18; Annex IV, reg. 12; Annex V, reg. 7; and Annex VI reg. 17 all require each Party to notify the Organization, for transmission to the Parties concerned, of all cases where the facilities provided under these regulations are alleged to be inadequate.
With the aim of promoting the effective implementation of MARPOL, IMO, since 1983, had been collecting and disseminating information on the availability of port facilities for the reception of oily wastes and of noxious liquid substances, through two annual hard copy publications (MEPC.3 and MEPC.4 circular series).

Dissemination through hard-copy circulars however was cumbersome and impractical to the end-users.

In June 2004, IMO’s Flag State Implementation Sub-Committee (FSI 13) instructed the Secretariat to develop the Port Reception Facilities Database (PRFD) as a module of GISIS; to allow Member States to update online the PRFD via a log-in password; and also to allow the public to access all the information on a view-only basis.
FSI 13 also agreed that reported cases of alleged inadequacy of reception facilities and the follow-up response by the port States should be posted on the PRFD as publicly available information three months after receipt of the notification.

Furthermore, it was agreed that contact details (and email addresses) of the national Authorities responsible for handling reports on alleged inadequacies should be made publicly available on the IMO PRFD.

At the same time provisions were to be made for the dissemination of information for Annex IV, Annex V and Annex VI port reception facilities.
The PRFD became available to the public on 1 March 2006 (see http://gisis.imo.org/public/). Member States enter data on reception facilities for their own ports directly into the web-based system (see IMO Circular letters No.2683 and No.2892).

IMO Member States continue populating the PRFD, which offers to its users the following main services:
• search for available facilities (by waste category) in a port or a country;
• obtain contact information of the port State or flag State authorities responsible for handling reports on alleged inadequacies of PRF; and
• identify any reported alleged inadequacies for a given port or over a period of time.
Development of data population by category of PRF

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<tr>
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<td>1128</td>
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<td>Annex I Oily Water Washings (Slops)</td>
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<td>812</td>
<td>893</td>
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<td>1782</td>
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<td>Annex I Scale and Sludge</td>
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<td>766</td>
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<td>Annex I Oily mixtures containing chemicals</td>
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<td>Annex V</td>
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<td>184</td>
<td>488</td>
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<td>Annex VI Ozone depleting substances</td>
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<td>Annex VI Exhaust Gas cleaning substances</td>
<td>22</td>
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<td>Flag State contact points</td>
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<td>Port State contact points</td>
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<td>5</td>
<td>16</td>
<td>26</td>
<td>41</td>
<td>43</td>
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</tbody>
</table>
A brief overview of the Port Reception Facilities module of GISIS

Port Reception Facilities

The Port Reception Facility (PRF) module contains information on the available port reception facilities for the delivery of the ship-generated waste, as provided by the competent authorities of the IMO Member States.

The PRF database has been set up with the following objectives:

1. to disseminate the current information on port reception facilities to the maritime community on a global basis through the Internet;
2. to establish a web-based method for the regular updating of the information; and
3. to facilitate user-friendly searches through the database.

Feedback

Comments and suggestions can be sent to the Secretariat via the feedback page.
### Reception Facilities Listing by Port

Please select a country or territory and then a port to view available reception facilities.

<table>
<thead>
<tr>
<th>Country/territory</th>
<th>Australia</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Port</th>
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<tr>
<td>Devonport (AUDPO)</td>
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<td>Eden (AUCDN)</td>
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<td>Esperance (AUEPR)</td>
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<td>Fremantle (AUFRE)</td>
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<td>Geelong (AUGE)</td>
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<td>Geraldton (AUGET)</td>
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<td>Gladstone (AUGLT)</td>
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<td>Gove (AUGOV)</td>
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<td>Hastings (AUGHAS)</td>
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<td>Haypoint (AUIHPT)</td>
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<tr>
<td>Hobart (AUGHBA)</td>
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</table>

Note: Only ports with data or with specific information are listed. For more information on alleged inadequacies, refer to the table above.

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Port Reception Facilities
Dampier, Australia (AUDAM)

Facility 1 of 7

**Oily residues (sludge) (Annex I)**

**Service provider**
Transpacific-Cleanaway

**Address**
Lot 471, King Bay Rd, Dampier, WA 6713

**Type of facility**
- **Tr** (tank truck/portable tank)

**Discharge restriction/limitations**

- Minimum quantity (m³):
- Maximum quantity (m³):
- Maximum discharge rate (m³/h):
- Other:

- Availability of the reception facility:
- Minimum prior notice required (hours):
- Charging system:
- Additional information:

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Port Details

Port:
Dampier, Australia (AUDAM)

Port Authority or Harbour Master Details

Name:
Dampier Port Authority
Address:
King Bay, Burren Peninsula Dampier WA 6713 VHF Channel 11 and 16
Telephone:
(08) 9159 6555
E-mail:
info@dpa.wa.gov.au

Web Resources

Port website:
Port Waste Management Plan:

Assessment of Port Reception Facilities

Unavailable.

Close
### Reported Cases of Alleged Inadequacy of Reception Facilities and the Follow-up Response by Port States

**Showing 1 - 5 of 5**

<table>
<thead>
<tr>
<th>Date of occurrence</th>
<th>Reporting flag State</th>
<th>Port State and port involved</th>
<th>Waste categories for which the inadequacy was alleged</th>
<th>Nature of alleged inadequacies</th>
<th>Date of receipt of notification by IMO</th>
<th>Date of receipt of port State's response</th>
<th>Summary of the outcome of the port State's investigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>26/04/2011</td>
<td>Bahamas</td>
<td>Dampier, Australia (AUDAM)</td>
<td>Garbage (Annex V)</td>
<td>No facility available at Whitall Bay, LPG Jetty, Dampier Port; to dispose of 1.2m3 garbage: ground paper products, rags, glass, metal, bottles, crockery etc.</td>
<td>16/05/2006</td>
<td></td>
<td>NOTE BY IMO SECRETARIAT: The original report was sent by the master of the reporting vessel directly to the Australian authorities. The master did not notify IMO, and therefore IMO first heard of this case when the port State notified IMO in its reply to the flag State. Data for &quot;Date of receipt of notification by IMO&quot; and for &quot;Reporting flag State&quot; have been input by IMO. The subject vessel arrived at the Dampier Cargo Wharf, Dampier, Australia, on 3 November 2005 and departed the same day. The report, which was submitted by the master of the vessel to Australia, the port State in this case, claims that there was no reception facility available for 1m3 of plastic and 0.3m3 of food waste. The report also states that prior notification was not given in accordance with port requirements (paragraph 3.4 of MARCO/Cir. 469). The Australian Maritime Safety Authority (AMSA) and Maritime New Zealand jointly publish a booklet containing contact details for all port waste reception facilities in Australia and New Zealand, including those at Dampier. This booklet is distributed through the Association of Australian Ports and Marine Authorities. The contact details for Australian ports are also published on AMSA's website. At Dampier Cargo Wharf, the shipping agent is responsible for arranging waste disposal for berthed vessels using these contacts. The procedure is explained in the Dampier Cargo Wharf terminal manual distributed to all local shipping agents. AMSA's investigation demonstrated that facilities would have been provided had the necessary prior notification been given.</td>
</tr>
<tr>
<td>03/11/2005</td>
<td>Antigua and Barbuda</td>
<td>Dampier, Australia (AUDAM)</td>
<td>Garbage (Annex V)</td>
<td>No facility available (but ship had not given prior notification)</td>
<td>16/05/2006</td>
<td></td>
<td>NOTE BY IMO SECRETARIAT: The original report was sent by the master of the reporting vessel directly to the Australian authorities. The master did not notify IMO, and therefore IMO first heard of this case when the port State notified IMO in its reply to the flag State. Data for &quot;Date of receipt of notification by IMO&quot; and for &quot;Reporting flag State&quot; have been input by IMO. The subject vessel arrived at the Dampier Cargo Wharf, Dampier, Australia, on 3 November 2005 and departed the same day. The report, which was submitted by the master of the vessel to Australia, the port State in this case, claims that there was no reception facility available for 1m3 of plastic and 0.3m3 of food waste. The report also states that prior notification was not given in accordance with port requirements (paragraph 3.4 of MARCO/Cir. 469). The Australian Maritime Safety Authority (AMSA) and Maritime New Zealand jointly publish a booklet containing contact details for all port waste reception facilities in Australia and New Zealand, including those at Dampier. This booklet is distributed through the Association of Australian Ports and Marine Authorities. The contact details for Australian ports are also published on AMSA's website. At Dampier Cargo Wharf, the shipping agent is responsible for arranging waste disposal for berthed vessels using these contacts. The procedure is explained in the Dampier Cargo Wharf terminal manual distributed to all local shipping agents. In this case AMSA's investigation has demonstrated that facilities would have been provided had the necessary prior notification been given.</td>
</tr>
<tr>
<td>22/10/2005</td>
<td>Netherlands</td>
<td>Dampier, Australia (AUDAM)</td>
<td>Garbage (Annex V)</td>
<td>Ship charged more money than expected</td>
<td>16/05/2006</td>
<td></td>
<td>NOTE BY IMO SECRETARIAT: The original report was sent by the master of the reporting vessel directly to the Australian authorities. The master did not notify IMO, and therefore IMO first heard of this case when the port State notified IMO in its reply to the flag State. Data for &quot;Date of receipt of notification by IMO&quot; and for &quot;Reporting flag State&quot; have been input by IMO. The subject vessel arrived at the Dampier Cargo Wharf, Dampier, Australia, on 3 November 2005 and departed the same day. The report, which was submitted by the master of the vessel to Australia, the port State in this case, claims that there was no reception facility available for 1m3 of plastic and 0.3m3 of food waste. The report also states that prior notification was not given in accordance with port requirements (paragraph 3.4 of MARCO/Cir. 469). The Australian Maritime Safety Authority (AMSA) and Maritime New Zealand jointly publish a booklet containing contact details for all port waste reception facilities in Australia and New Zealand, including those at Dampier. This booklet is distributed through the Association of Australian Ports and Marine Authorities. The contact details for Australian ports are also published on AMSA's website. At Dampier Cargo Wharf, the shipping agent is responsible for arranging waste disposal for berthed vessels and procedures are detailed in the Dampier Cargo Wharf terminal manual distributed to all shipping agents. In this case AMSA's investigation has demonstrated that facilities would have been provided had the necessary prior notification been given.</td>
</tr>
<tr>
<td>15/10/2005</td>
<td>Panama</td>
<td>Dampier, Australia (AUDAM)</td>
<td>Garbage (Annex V)</td>
<td>No facility available at Parker Point, Port of Dampier.</td>
<td>16/05/2006</td>
<td></td>
<td>NOTE BY IMO SECRETARIAT: The original report was sent by the master of the reporting vessel directly to the Australian authorities. The master did not notify IMO, and therefore IMO first heard of this case when the port State notified IMO in its reply to the flag State. Data for &quot;Date of receipt of notification by IMO&quot; and for &quot;Reporting flag State&quot; have been input by IMO. The subject vessel arrived at Parker Point, Port of Dampier, Australia, on 15 October 2005 and departed 16 October 2005. The Australian Maritime Safety Authority (AMSA) wrote to Dampier Port Authority on 25 October 2005 in order to investigate this matter. AMSA actively encourages all Australian port operators to recognise the importance of providing waste reception facilities. Parker Point is a private berth operated by Pilbara Iron and supervised by Dampier Port Authority.</td>
</tr>
</tbody>
</table>
Procedure for Reporting Alleged Inadequacies of Reception Facilities

Reporting format

Use this format to report alleged inadequacies of port reception facilities to the Administration of the flag State, and, if possible, to the Authorities of the port State.

Click below to save the reporting form to your computer for completion.

- **File**: MEPC.1-Circ.469-Rev.1.doc  
  **Description**: Form for reporting cases of alleged inadequacy of reception facilities
  **Size**: 79 KB

- **File**: MEPC.1-Circ.469-Fr-revch1.doc  
  **Description**: Formulaire révisé de notification de l'inadéquation présumée des installations de réception portuaires
  **Size**: 90 KB

- **File**: MEPC.1-Circ.469-Sp-rev1.doc  
  **Description**: Nuevo formulario refundido para notificar supuestas deficiencias de las instalaciones portuarias de recepción
  **Size**: 81 KB

Contact points

For contact details of the national Authorities responsible for handling reports on alleged inadequacy of reception facilities, please check the section on **Contact Points**.
MEPC.1/Circ.469/Rev.1 - 2 -

5 En su 56ª sesión (julio de 2007), el Comité de Protección del Medio Marítimo aprobó la recomendación hecha por el Subcomité de Implantación por el Estado de Abandono en su 11ª sesión para publicar la circulaire MEPC/Circ.469 mediante una circulaire MEPC/Circ.469/Rev.1, incluyendo los cambios resultantes de la entrada en vigor, el 1 de enero de 2007, del Anexo II revisado del MARPOL y de la introducción de la nueva categoría X, Y y Z de sustancias nocivas líquidas.

6 Se ruega a los Estados de abandono que:

1 distribuyan este nuevo formulario a los buques a fin de que a los capitanes a que lo utilicen para notificar las supuestas deficiencias de las instalaciones portuarias de recepción a la Administración del Estado de abandono y, de ser posible, a las autoridades del Estado rector del puerto;

2 notifiquen a la OMI cualquier caso de supuestas deficiencias en las instalaciones para transmitir esa información a las partes interesadas y

3 informen al Estado rector del puerto de las supuestas deficiencias.

Para notificar las supuestas deficiencias se enviará el formulario cumplimentado, junto con una copia del informe del capitán y cualquier documento justificativo, a la mayor brevedad posible.

7 Los Estados rectores de puertos deberán adoptar las medidas necesarias para examinar los informes sobre deficiencias y responder de manera efectiva a los mismos, a informar de los resultados de sus investigaciones a la OMI y al Estado de abandono que realiza la notificación.

8 Se debería alertar a las compañías navieras a que incorporen las disposiciones de la presente circulaire en sus procedimientos para las operaciones de abordo presentes de conformidad con la sección 7 del Código IGS.

9 Se invita a los Gobiernos Miembros a que pongan esta circulaire en conocimiento de todas las partes interesadas.

10 La presente circulaire sustituye a la circulaire MEPC/Circ.469.

***
ANEXO

NUEVO FORMULARIO REFUNDIDO PARA NOTIFICAR SÚPUESTAS DEFICIENCIAS DE LAS INSTALACIONES PORTUARIAS DE RECEPCIÓN*1

El capitán de un buque que se enfrenta con dificultades para descargar desechos de sus instalaciones de recepción deberá presentar la información que se pide más abajo, acompañada de algún documento justificativo, a la Dependencia del Estado de abandono y, de ser posible, a las autoridades competentes del Estado vector del puente. El Estado de abandono comunicará el mismo al Estado vector del puente. El Estado vector del puente deberá examinar el informe y responder oportunamente informando de los resultados de su investigación a la OHI y al Estado de abandono. Además de requerir la notificación.

1. FORMENORES DEL BUQUE
   1.1 Datos del buque: ......................................................
   1.2 Propietario o arrendador: ........................................
   1.3 Nombre o letra destinatario: ....................................
   1.4 Nombre MARPOL: ..................................................
   1.5 Armazón buque: ....................................................
   1.6 Puente de matorral: ................................................
   1.7 Estado de abandono: ..............................................
   1.8 Tipo de buque: .....................................................
      □ Refinería
      □ Buque tanque químico
      □ Granadero
      □ Otro buque de carga
      □ Buque de pasaje
      □ Otro (especifique) ..............................................

2. FORMENORES DEL PUERTO
   2.1 País: .................................................................
   2.2 Nombre del puerto o de la zona: ...............................
   2.3 Nombre de la dependencia portuaria (por ejemplo, estación, terminal, puerto) ........................................
   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
      □ Artillero
   2.6 Fecha de llegada: ...................................................
   2.7 Fecha del vacío: ....................................................
   2.8 Fecha de salida: ...................................................

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*1 El presente formulario se aplicó en el 5º período de sesiones del Comité de Protección del Medio Marino, celebrado en julio de 2002.

*2 De conformidad con el sistema de asignación de un número de la OHI a los buques para su identificación adoptado por la Organización mediante la resolución 469(15) de la Asamblea.

*3 El número de Estado se aplica a las yesas que son embarcadas en el buque.
## Contact Points

Please select below to view details of contact points of the national authorities responsible for handling reports on alleged inadequacy of reception facilities.

Note: Only authorities for which contact details are available are listed below.

<table>
<thead>
<tr>
<th>Flag or port Administration:</th>
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<tbody>
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<td>-- Please select --</td>
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<td>-- Please select --</td>
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<tr>
<td>Antigua and Barbuda</td>
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<td>Hong Kong, China</td>
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<td>Iran (Islamic Republic of)</td>
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<td>Ireland</td>
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<td>Maldives</td>
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<td>Marshall Islands</td>
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</table>
## Contact Points

Please select below to view details of contact points of the national authorities responsible for handling reports on alleged inadequacy of reception facilities.

Note: Only authorities for which contact details are available are listed below.

<table>
<thead>
<tr>
<th>Flag or port Administration:</th>
<th>Colombia</th>
</tr>
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</table>

### Contact point of the authorities of the flag State

<table>
<thead>
<tr>
<th>Name:</th>
<th>Contralmirante Leonardo Santamaría Gaitán</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization:</td>
<td>Dirección General Marítima de Colombia</td>
</tr>
<tr>
<td>Address:</td>
<td>Cra 54 No. 26-50 CAN. Bogotá, Colombia</td>
</tr>
<tr>
<td>Telephone:</td>
<td>+(571) 2200490</td>
</tr>
<tr>
<td>Telex:</td>
<td></td>
</tr>
<tr>
<td>Fax:</td>
<td>+(571) 2225152</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:dimar@dimar.mil.co">dimar@dimar.mil.co</a></td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.dimar.mil.co">http://www.dimar.mil.co</a></td>
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</tbody>
</table>

### Contact point of the authorities of the port State

<table>
<thead>
<tr>
<th>Name:</th>
<th>Carmen Antonia Martin Bacci</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization:</td>
<td>Superintendencia de Puertos y Transporte</td>
</tr>
<tr>
<td>Address:</td>
<td>Calle 13 No. 18-24 &quot;Estación de La Sabana&quot;, Bogotá, Colombia</td>
</tr>
<tr>
<td>Telephone:</td>
<td>+(571) 3526700</td>
</tr>
<tr>
<td>Telex:</td>
<td></td>
</tr>
<tr>
<td>Fax:</td>
<td>+(571) 3526700</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:joseolaya@supertransporte.gov.co">joseolaya@supertransporte.gov.co</a></td>
</tr>
<tr>
<td>Website:</td>
<td><a href="http://www.supertransporte.gov.co">http://www.supertransporte.gov.co</a></td>
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4 IMO’S ACTION PLAN TO TACKLE INADEQUACY OF PRFS
Action Plan to tackle the inadequacy of port reception facilities

In a renewed effort to tackle the problem of inadequacies of port reception facilities worldwide, and this way to contribute to the effective implementation of MARPOL, MEPC 55 in 2006 approved “the Action Plan for tackling the alleged inadequacy of port reception facilities”. The Plan was developed by IMO’s FSI Sub-Committee on the basis of input from the Industry “Port Reception Facilities Forum”.

As instructed by MEPC, FSI 15 commenced work on the Action Plan in 2007; correspondence groups continued work in three intersessional periods; and FSI 18 completed its work in July 2010. Also MEPC 63 in March 2012 completed work on the last item of the Action Plan.
Ten issues considered as challenges for the Action Plan

Garbage segregation and waste receptacle identification;
The establishment of a standardized methodology to facilitate the smooth delivery of garbage to the PRF;
To consider whether new technical problems arise from new ship designs, and from new waste management technologies and equipment;
Assessment of the type and amount of wastes generated on board ships, in order to calculate ships’ needs for delivery of wastes ashore;
Uniform methodology for the estimation of the required capacity of a PRF;
Waste management downstream from PRF in developing countries;
Regional arrangements for PRF and guidelines;
Revision of the IMO Comprehensive Manual on Port Reception Facilities;
Development of a guide to good practice for port reception facilities; and
Development of assistance and training programme for PRFs to be delivered at national or regional levels.
The Plan that was devised to address the key challenges contained 13 work items grouped in the following six categories, all of which are generally applicable to some or all of the categories of wastes and residues covered by MARPOL and to the requirement for adequate PRFs:

1. standardized reporting
2. information on port reception facilities
3. equipment technology
4. types and amount of wastes
5. regulatory matters
6. technical cooperation and assistance
Outcome of the Action Plan (1/2)

MEPC 55 agreed to recognize regional arrangements. Amendments to Annexes I, II, IV and V of MARPOL were adopted by MEPC 63 in 2012 by resolution MEPC.216(63). The arrangements are applicable only to Small Island Developing States (SIDS). They are expected to enter into force on 1 August 2013. MEPC 63 also adopted resolution MEPC.221(63), 2012 Guidelines for the development of a regional reception facilities plan.

MEPC 58 in 2008 approved the “Standard format for the advance notification form for waste delivery to port reception facilities” and issued it as MEPC.1/Circ.644

Also, MEPC 58 in 2008 approved the “Standard format for the waste delivery receipt following a ship’s use of port reception facilities” and issued it as MEPC.1/Circ.645

MEPC 59 in 2009 approved the “Guide to Good Practice for Port Reception Facilities” and issued it as MEPC.1/Circ.671
Outcome of the Action Plan (2/2)

MEPC 61 agreed to the proposals for the revision of the *IMO Comprehensive Manual on Port Reception Facilities, IMO, 1999* under the Integrated Technical Co-operation Programme.

MEPC 61 in 2010 also approved the Plan of Assistance and Training on Port Reception Facilities for Developing Countries and endorsed it as a priority theme for the ITCP biennium 2012-2013. Two major events are planned.

*ISO 21070, Management and handling of shipboard garbage,* published in 2011, addressed the requirements of several work items including the segregation of garbage on-board ships. Members of the FSI correspondence group contributed to the work of ISO. ISO further proposed to develop a standard for the receipt in ports of garbage that has been segregated on-board.

Finally, ISO, with input from individual delegates of FSI, is contributing a new standard for the design, construction, equipping, management and operation of PRFs. *ISO/DIS 16304, Arrangement and management of port reception facilities.*
thank you for your attention

Any views expressed in this presentation are those of its author