

RECEIPT AND HANDLING PLAN FOR SHIP-
GENERATED WASTE AT THE PORTS UNDER
THE JURISDICTION OF THE PORT AUTHORITY
OF VALENCIA

**USER GUIDE
YEAR 2026**

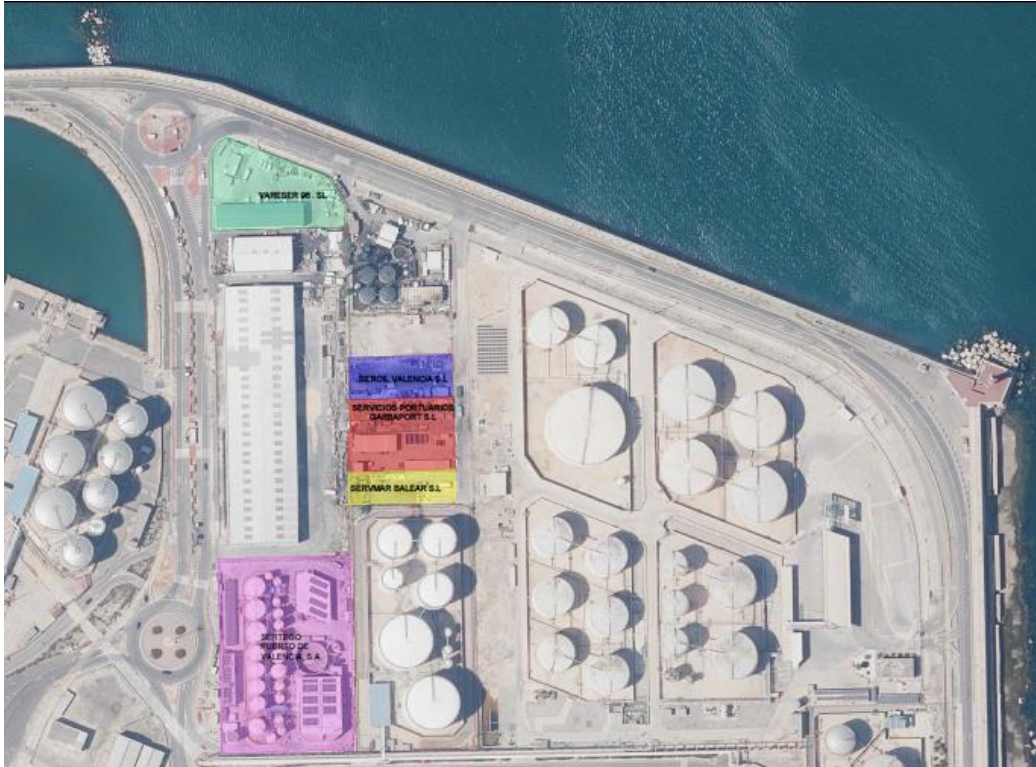
1. Status of port reception facilities

The port service for receiving ship-generated waste regulated by Annexes I, IV, V and VI to the MARPOL 73/78 Convention in the ports managed by the Port Authority of Valencia is provided on a regular and continuous basis 24 hours a day, every day of the year and includes:

- a) Collection of ship-generated waste.
- b) Temporary storage and sorting, where appropriate.
- c) Pre-treatment, where appropriate.
- d) Transport to an integrated treatment plant.
- e) Delivery to an integrated treatment plant authorised by the competent administration.

The collection service indicated in point a) is provided alongside the vessel and those indicated in points b), c) and e) can be carried out at:







2. List of ship-generated waste that can be managed in the ports under the jurisdiction of the Port Authority of Valencia

Currently, in the ports managed by the Port Authority of Valencia, there are licences to provide the port service for receiving ship-generated waste and cargo residues, for the following types of waste and cargo residues:

- Oil (Annex I to MARPOL Convention 73/78)
- Sewage (Annex IV to MARPOL Convention 73/78)
- Rubbish (Annex V to MARPOL Convention 73/78)
- Air pollution (Annex VI to MARPOL Convention 73/78)
- Cargo residues (Annexes I and V)



3. List of points of contact, facility managers and services offered

a) Port Authority of Valencia

PORT AUTHORITY OF VALENCIA

Address: Avda. Muelle del Turia (no number), 46024 Valencia

Telephone: +34 963 939 500

Website: www.valenciaport.com

Electronic office: www.valenciaportse.gob.es

Email for implementing the Plan: sportuarios@valenciaport.com

b) Annex I to the MARPOL Convention

Company: SERTEGO SERVICIOS MEDIOAMBIENTALES, S.L.U.

Geographical scope: Ports of Valencia, Sagunto and Gandía

Address: Muelle Dique del Este (no number) – Port of Valencia

Town/city: 46024 VALENCIA

Telephone: +34 963678617

Email: jcuevas@urbaser.com

Company: SERVMAR BALEAR, S.L.

Geographical scope: Ports of Valencia, Sagunto and Gandía

Address: Camino de San Carlos (no number)

Town/city: 07015 PALMA DE MALLORCA (Balearic Islands)

Telephone: +34 971400408

Email: jimportas@servmar.es



c) Annex IV to the MARPOL Convention

Company: SERTEGO SERVICIOS MEDIOAMBIENTALES, S.L.U.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963678617
Email: jcuevas@urbaser.com

Company: SERVMAR BALEAR, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Camino de San Carlos (no number)
Town/city: 07015 PALMA DE MALLORCA (Balearic Islands)
Telephone: +34 971400408
Email: jimportas@servmar.es

d) Annex V to the MARPOL Convention

Company: SERVICIOS PORTUARIOS GARBAPORT, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963164177
Email: garbaport@economistas.org

Company: SEROIL VALENCIA, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Partida Lloma Llarga (no number), P. Ind.17 Nave 9
Town/city: 46119 NAQUERA (Valencia)
Telephone: +34 963604912
Email: info@seroil.com



Company: SERVMAR BALEAR, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Camino de San Carlos (no number)
Town/city: 07015 PALMA DE MALLORCA (Balearic Islands)
Telephone: +34 971400408
Email: jimportas@servmar.es

e) Annex VI to the MARPOL Convention – liquids

Company: SERTEGO SERVICIOS MEDIOAMBIENTALES, S.L.U.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963678617
Email: jcuevas@urbaser.com

f) Annex VI to the MARPOL Convention – solids

Company: SERVICIOS PORTUARIOS GARBAPORT, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963164177
Email: garbaport@economistas.org

g) Cargo residues Annex I

Company: SERTEGO SERVICIOS MEDIOAMBIENTALES, S.L.U.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963678617
Email: jcuevas@urbaser.com



Company: SERVMAR BALEAR, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Camino de San Carlos (no number)
Town/city: 07015 PALMA DE MALLORCA (Balearic Islands)
Telephone: +34 971400408
Email: jimportas@servmar.es

h) Cargo residues Annex V

Company: SERVICIOS PORTUARIOS GARBAPORT, S.L.
Geographical scope: Ports of Valencia, Sagunto and Gandía
Address: Muelle Dique del Este (no number) – Port of Valencia
Town/city: 46024 VALENCIA
Telephone: +34 963164177
Email: garbaport@economistas.org

i) Terminals

In accordance with the provisions of Article 63 of the Consolidated Text of the State Ports and Merchant Navy Act, oil refineries, chemical and petrochemical plants, facilities for storing and distributing chemical and petrochemical products and facilities for supplying liquid fuels that have hydrocarbon loading or unloading terminals in port areas – where warranted by their characteristics – as well as shipyards and ship repair or scrapping facilities, must provide, in the vicinity of the terminals and quays, a service for receiving cargo residues and ballast water from ships bound for said facilities regulated by Annex I, as well as a service for receiving cargo residues from ships bound for these facilities regulated by Annex II.

In this respect, there are three terminals in the ports managed by the Port Authority of Valencia which, due to their characteristics, have a receipt plan for cargo residues:



- TERMINALES PORTUARIAS SL, at the port of Valencia
- GALP ENERGÍA ESPAÑA SAU, at the port of Valencia
- FERTIBERIA SA, at the port of Sagunto

j) Fishing and nautical-sports facilities

In the ports managed by the Port Authority of Valencia there are 2 fishing facilities and 4 nautical-sports facilities that manage MARPOL waste from user vessels:

- Gandía Fishermen's Guild. Recinto Portuario (no number), Gandía. +34 962 842 919
- Valencia Fishermen's Guild. Muelle Poniente (no number), Valencia. +34 963 671 900.
- Marina Port Valencia. Auxiliary Buildings, 2 Av. Muelle Turia (no number), Valencia. +34 960 302 690.
- Real Club Náutico de Valencia. Camí Canal 91, Valencia. +34 963 679 011.
- Valencia Mar. Camino Canal 91, RCNV extension, Valencia. +34 647 356 951.
- Real Club Náutico de Gandía. Passeig Marítim de Neptú, 2, Gandía. +34 963 812 009.



4. Description of waste receipt procedures

This section describes the procedures for delivering and receiving ship-generated waste as detailed in point 5 of the “RECEIPT AND HANDLING PLAN FOR SHIP-GENERATED WASTE AT THE PORTS UNDER THE JURISDICTION OF THE PORT AUTHORITY OF VALENCIA”.

4.1. Service availability

The service for receiving waste governed by Annexes I, IV, V and VI to the MARPOL Convention shall be provided in the service areas at the ports managed by the Port Authority of Valencia, 24 hours a day, every day of the year.

The service for collecting cargo residues governed by Annexes I, II and V to the MARPOL Convention will be provided in the service areas at the ports managed by the Port Authority of Valencia, 24 hours a day, every day of the year.

4.2. Mandatory

The service for receiving ship-generated waste shall be compulsory, except in the cases provided for in the applicable regulations. Notwithstanding the above, the service for receiving ship-generated waste shall be provided at the request of users.

4.3. Service request

The service request is made by the ship’s personnel through its captain, shipowner or consignee.

The service provider may receive the request for waste collection service via two procedures:

- A. By the ship’s captain or shipowner, by telephone, fax or electronic data transmission. The request shall detail:
 - Type and quantity of waste to be delivered
 - Berth
 - Estimated time of arrival
 - Estimated time of departure
 - Limitations or special nature of the service.
- B. From the consignee, through the Port Authority of Valencia, via electronic transmission of data through the established procedures.



4.4. Receipt of ship-generated waste

Once the request for the service has been confirmed, the service providers will have the means and materials necessary to carry out the service of receiving the ship-generated waste, either afloat by barge (currently not available) or alongside the ship by lorry or tanker.

The correct operation of the process shall be controlled by the personnel of the company providing the service, keeping the ship's captain informed of the unloading rates or of any incident that may occur. If the service provider observes deficiencies in the ship's means or operations that do not comply with the applicable environmental regulations, it shall notify the Port Authority and the Harbour Master's Office so that the latter may adopt the appropriate control measures, if necessary, or inspect the ship. It shall also report differences between the quantity of waste delivery requested by the captain of the ship or the captain's representative and the quantity actually delivered.

Once the delivery operation has been completed, the service provider issues the MARPOL certificates, at the request of the ship's personnel and at no additional cost, in accordance with the model set out in Annex III of Royal Decree 128/2022 of 15 February on port facilities for receiving ship-generated waste.

By lorry

1. In general, the driver of the vehicle shall proceed directly to the point of service provision. The circulation inside the port will be uninterrupted, without stops or parking outside the point foreseen for performing the service.
2. At the time determined for the start of the service, the lorry shall make the necessary manoeuvres to occupy the quay area alongside the requesting ship.
3. In all operations, suitable equipment shall be available to prevent and collect any spillage or leakage that may occur during unloading.
4. Prior to commencement of receipt, the provider shall ensure that permanent communication with the ship is in place and shall be maintained throughout the entire operation, informing the ship's personnel of the procedure for carrying out the unloading operation.
5. The waste collection operation shall not be completed in the following specific cases:
 - a) Ships that are listing or whose stability, buoyancy or freeboard are compromised. Unless the Port Authority of Valencia expressly authorises the company providing the service.
 - b) Ships that are not securely moored to the quay.
6. In accordance with Annex I to the MARPOL Convention, the licence holder shall not complete the service if, before the start of the unloading operations, the information provided by the ship's captain, the stevedoring company, the concessionary company, the company that owns the Service Coordination Centre facilities or the entity performing its functions, verifies that the unloading is to be carried out in one of the specific cases described below:



- a) Within 100 metres of any ship carrying Class 3 dangerous goods in bulk (flammable liquids) while the ship is engaged in loading or unloading operations.
 - b) Within 50 metres of any ship carrying ammonium nitrate in bulk while the ship is engaged in loading or unloading operations.
 - c) Ships engaged in Class 1 (Explosives) dangerous goods operations, for the duration of such operations.
 - d) Ships carrying dangerous goods in bulk of Classes 2, 3, 4 and 5; while they are engaged in loading or unloading operations. The collection operation may be carried out after loading or unloading operations have been completed and provided that the quay is clear of any remaining cargo, especially fertilisers, and that holds are closed or manifolds – if such cargo remains on board – are disconnected.
 - e) Ships engaged in loading, unloading or repair operations that produce or are likely to produce sources of ignition, or any other operation likely to produce flame or heat.
7. Before proceeding with the receipt of liquid waste, the vehicle driver and the other service personnel shall implement the following minimum operational safety measures:
- a) Visible marking out of the area of operations (by means of fences, tape, signs, etc.), keeping a minimum distance of 4 metres from other vehicles or machinery circulating in the vicinity.
 - b) Posting of signs indicating no smoking, no naked flame lights and no sources of ignition, only in the case of waste governed by MARPOL Annex I.
 - c) When the procedure so provides, notification shall be given to the Service Coordination Centre for the Port Authority of Valencia, or the entity that performs its functions (Tel: +34 900 85 95 95 73; +34 96 393 95 73) at the time of initiation (before connection). Notification must also be given of the time of completion (after the removal of the equipment).
8. Receipt of liquid waste, and especially waste listed in Annex I to the MARPOL Convention, shall be carried out according to the following special precautionary measures:
- a) Discharge will generally be carried out using the ship's pumping arrangements. In the event that these are not available or the discharge rate is less than the required rate, the service provider's pumping facilities may be used at the request of the consignee and/or the ship's captain.
 - b) The maximum pumping pressure during operations shall be given by the 'working' pressure determined in the specification of the flexible hose used, never by the 'burst' pressure.
 - c) In the event that the ship intends to use pressures higher than those indicated, a pressure reducer with its corresponding built-in pressure gauge shall be used in order to ensure compliance with the previous point.
 - d) The flexible hose shall be approved and shall be up to date with regard to periodic inspections.
 - e) A sufficient length of connecting hose shall be provided to ensure that the vehicle is out of reach of any suspended load. The vehicle must remain with the parking brake applied during the operation.
 - f) The coupling of the flexible hose to the flange shall be approved to withstand a pressure greater than the burst pressure of the hose. Such a connection shall be formed in accordance with the approval with respect to the number of burr rings, surface roughness and number of bushings or clamps, or any other elements ensuring that the flexible hose cannot escape at



- pressures below the hose burst pressure.
- g) Barrier and other absorbent materials shall be provided on the vehicle to contain any accidental spillage.
 - h) All other material and equipment necessary for containing accidental spillages shall be prepared.
 - i) Prior to commencing the operation, continuous communication with the ship shall be ensured and the ship's personnel shall be informed of the enclosure and clean-up procedure to be carried out immediately in the event of a spill.
 - j) Discharge shall be suspended and the ship's captain notified if the ship's scuppers are not properly plugged.
 - k) Once unloading has commenced, an inspection shall be carried out to check that there are no leaks. If necessary, operations shall be suspended immediately until the defects are fully rectified before unloading is resumed.
 - l) During unloading there shall be personnel on the tanker permanently monitoring the absence of leaks and the filling level of the tank, giving sufficient notice to the ship when filling levels make it advisable to reduce the flow rate and/or stop pumping. Under no circumstances shall the suction valve be closed by the lorry.
 - m) After unloading is completed and the ship's discharge valve is closed, the flexible hose shall be disconnected from the ship, keeping the lorry's suction valve open to ensure proper draining of the hose.
 - n) Simultaneously, the ship's end of the hose shall be plugged with a custom-made plug in oil-resistant material and the entire plugged end of the hose shall be wrapped with drying material. This assembly shall be placed in a strong plastic bag with a hermetic seal.
 - o) Once the suction has been carried out from an intake at the bottom of the tank, the hose is drained by means of the suction pump.
 - p) The end of the flexible hose on board the ship shall be lowered from the ship without disconnecting the opposite end of the tank from the lorry.
 - q) In the event of leakage or spillage, transfer of waste must be suspended immediately.
 - r) In the event of a spillage, the Port Authority must be informed. In the event that the spillage cannot be immediately controlled and eliminated with the means available to the service provider onsite, the Service Coordination Centre for the Port Authority of Valencia, or the entity that performs its functions, shall be notified immediately so that the appropriate measures can be adopted in accordance with the Pollution Contingency Plan.
9. Receipt of solid waste shall be carried out according to the following special precautionary measures:
- a) The service shall be provided by placing closed containers near the ship that has requested it and always in accordance with the indications of the head of operations at the stevedoring company that is going to carry out the operation, who will be authorised to change the position of the container, due to the needs of the port operation.
 - b) During the unloading and transport of waste, all necessary precautions shall be taken to avoid the possibility of waste leaking into the water or onto the quay.
 - c) Trucks and containers must be closed or must be covered in such a way that no part of their contents can be dislodged.
 - d) A container partially loaded with waste from one ship shall not be placed in another without



- first being completely emptied.
- e) In the event of incidents occurring during the provision of the service that make it advisable to remove or change the container (bad smells, leaks, etc.) during the ship's stay, the service provider shall change the container, without any financial consideration, when requested by the Port Authority of Valencia.
 - f) If the container is filled before the ship's departure, the service provider shall remove it and consult the ship's captain on the need to place a new container.
 - g) If, as a result of a failure to remove the container from the quay, the container becomes full and some of the waste is scattered on the quay, or if, due to a lack of civic behaviour on the part of the users, there is litter on the quay, the service provider shall be obliged to collect and clean up any waste that may have been scattered accidentally or intentionally. If this is not done, this service may be carried out by the Port Authority of Valencia and subsequently invoiced to the service provider, except in the event that, in the opinion of the Port Authority of Valencia, it can be proven that third parties have malicious intent in discharging the waste.
 - h) The service provider shall remove the closed container after the completion of the ship's solid waste collection operation, which shall normally coincide with the ship leaving the berth.
 - i) In any case, the service shall be considered to have ended and the container shall be removed when the ship leaves the berth.
 - j) The lorries shall be equipped with the necessary equipment for collecting any material that may fall during unloading and transport, as well as the cleaning of the ground that may be affected. Any waste that falls must be collected by the service provider, and the area must be cleaned up.
 - k) Once the unloading has been completed, the personnel who have carried out the service shall proceed to check that there is no waste or minor discharges or spills in the service area.
 - In relation to waste listed in Annex V to the MARPOL Convention:
 - i. The service provider must carry out the collection, transport and treatment of catering waste containing products of animal origin from ships from non-EU countries in compliance with the requirements of Regulation 1069/2009(EC), Regulation (EU) 142/2011, Royal Decree 1481/2001 and Royal Decree 1528/2012, as these require a series of special measures to be implemented.
 - ii. The service provider must have adequate means and organise the method for performing the operations in an appropriate manner to ensure the separate collection of waste according to the types set out in the table in Annex II to Royal Decree 1381/2002, as amended by Royal Decree 1084/2009, as well as the provisions of Regulation 6 of the Guidelines for the implementation of Annex V to the MARPOL 73/78 Convention:
 - Organic: food leftovers (separating those from ships on international voyages).
 - Cargo-related waste.
 - Plastics.
 - Others.

4.5. Collection of cargo residues

Cargo handling terminals located in the ports managed by the Port Authority of Valencia must



collect cargo waste generated as a result of their activity.

The collection of cargo residues shall be carried out by each terminal in accordance with its procedures for organising cargo handling work in compliance with all applicable regulations.

These waste collections may be carried out either directly by each of the terminals or by subcontracting with companies licensed by the Port Authority.

In the case of terminals referred to in Article 63.3 of the Consolidated Text of the State Ports and Merchant Marine Act, the provisions of the Receipt Plan for the terminal shall apply.



5. Cost recovery system

In accordance with the provisions of Article 18 of Royal Decree 128/2022 of 15 February on port facilities for receiving ship-generated waste, the costs of the service for receiving ship-generated waste, excluding cargo residues, in the ports managed by the Port Authority of Valencia shall be covered by the payment of fees by ships' personnel, in accordance with the provisions of the specific legislation.

a) Indirect tariff payable to the Port Authority

In application of Article 132 of the Consolidated Text of the State Ports and Merchant Marine Act, approved by Royal Legislative Decree 2/2011, of 5 September, with the aim of reducing discharges into the sea of ship-generated waste, the Port Authority of Valencia charges a fixed fee to ships docking at each port call, whether or not they make use of the waste receipt service. This fee, which shall be determined on the basis of the ship's gross tonnage units (GT) and additionally, in the case of passenger ships, the number of persons on board, gives the right to discharge all waste listed in Annexes I and V to the MARPOL 73/78 Convention by inland collection means in Area I of the port at no additional cost during the first seven days of the port call.

If the collection is carried out by marine means or takes place in Zone II of the port, the flat rate will be 25% higher than the one set for Zone I.

For discharges of waste governed by Annex IV and VI, as well as for discharges after the seventh day of the port call, ships shall pay the appropriate fee for the volumes collected directly to the service provider.

Service providers may agree with their users, at their own expense, commercial discounts on the fee, depending, inter alia, on the types and annual volumes of waste delivered.

The flat-rate fee to be applied to a ship for each port call shall be as follows:

Waste receipt fee



Fee = basic amount (R1) X the following coefficients.	
Ship's GT	Coefficients
Between 0 and 2,500	R1 X 1.5
Between 2,501 and 25,000	GT X 0.0006
Between 25,001 and 100,000	(GT X 0.00012) + 12
Over 100,000	R1 X 24

In the case of passenger ships, such as ferries, roll-on/roll-off passenger ships and cruise ships, the fee resulting from the product of the basic amount (R2) by the number of persons on board the ship as stated in the Single Port Call Declaration shall be added to the above rate, for which purpose both passengers and crew shall be taken into account.

Passenger ships; ferries, roll-on/roll-off passenger ships and cruise ships
Fee = Waste receipt fee + Passenger ships
R2 X (Passengers + crew)

The value of the basic amount (R1) is set at 80 euros, except for passenger ships, which will be 75 euros, and the value of the basic amount (R2) is set at 0.25 euros for all Port Authorities. These values may be revised in the General State Budget Act or in any other law approved for this purpose, depending on how the costs of the service develop within the port system.

Basic amount	
R1	€80
R1 (passenger)	€75
R2	€0.25

The payment of the fixed fee for receiving ship-generated waste is compulsory for all ships at each port call, with a maximum of once every seven days, with the exception of the allowances and exemptions set out in sections 10 and 11 of Art. 132 of the Consolidated Text of the State Ports and Merchant Marine Act, which are mentioned below. This fee shall be payable by persons liable for paying charges relating to the ship under the conditions laid down for said charge.

10. The following bonuses shall apply to the flat-rate fee for receiving ship-generated waste:



Bonuses	
Concept	Bonus
<p>a) When the ship has a certificate from the Maritime Administration stating that the ship's environmental management, design, available equipment or operating conditions result in the generation of reduced quantities of the relevant waste.</p> <p>In the case of passenger ships, the certificate shall distinguish between waste governed by Annex I and Annex V, and the rebate shall be applied to that part of the flat-rate fee associated with the basic amount R1 (Annex I) and/or R2 (Annex V) respectively depending on the certificates obtained.</p>	20%
<p>b) When a ship that does not discharge waste governed by Annex I during a port call certifies to the Port Authority, by means of a certificate issued by the Maritime Administration, the delivery of waste governed by Annex I and the payment of the relevant fees at the last port call, provided that all such waste is guaranteed to be collected at that port, that the ship's storage capacity has not been exceeded since the previous port call and that it will not be exceeded until the next port call.</p> <p>In the case of passenger ships, this rebate shall apply only to that part of the fixed-rate fee associated with the basic amount R1.</p>	50%
<p>c) Ships operating in regular traffic with frequent and regular port calls, particularly those engaged in short sea shipping lines, when the Port Authority is provided with proof, by means of a certificate issued by the Maritime Administration, of the existence of a plan ensuring the delivery of ship-generated waste governed by Annex I and V, as well as the payment of the corresponding fees at one of the ports situated on the ship's route, and guaranteeing the collection of all waste when the ship calls at that port in such a way that the storage capacity for each type of waste is not exceeded on any of its voyages: $100 \times [1 - (0.30 / (n - 1))]$ per cent, where n is the average number of different ports at which the shipping line calls per seven-day period and where n is equal to or greater than 2. In all cases, the ships concerned shall pay the applicable fee at each port in which they call at no more than once every seven days; the full amount of the fixed-rate fee shall be due if a discharge has been carried out during that period.</p> <p>In the case of passenger ships, the certificate shall distinguish the existence of a plan for waste governed by Annex I and Annex V, with the rebate being applied to that part of the flat-rate fee associated with the basic amount R1 (Annex I) and/or R2 (Annex V), respectively, in ports where the corresponding waste is not discharged.</p>	Once every 7 days
<p>In case c), where the ship has a plan which only ensures the delivery of solid wastes listed in Annex V of MARPOL 73/78, the bonus shall be one third of the bonus provided for in that case.</p> <p>If the ship is a passenger ship, the rebate shall be applied to one third of the fixed-rate fee corresponding to the basic amount R1 and to 100% of the fixed-rate fee corresponding to the basic amount R2.</p>	1/3 part
<p>In the event that the ship has a plan that only ensures the delivery of liquid waste governed by Annex I, the bonus shall be two thirds. If the ship is a passenger ship, the rebate shall be applied to two thirds of the fixed-rate fee corresponding to the basic amount R1, with no rebate being applied to that part of the fixed-rate fee corresponding to the basic amount R2.</p>	2/3 parts

11. They shall be exempted from paying the fixed-rate fee for receiving ship-generated waste, without prejudice to the fact that they shall pay directly to the service provider the amounts corresponding to the volumes of waste they actually deliver:

Ships exempted from the fee



- a) Warships, naval auxiliaries and other ships owned or operated by a State of the European Union and used only on government non-commercial service.
- b) Ships and ships in the service of the Port Authority or associated with performing works in the port's service area, ships in the service of public administrations that are based at the port, as well as those that form part of a port service, those dedicated to internal traffic and those intended for provisioning and supplying ships, provided that the existence of a plan that ensures the periodic delivery of ship-generated waste and residues, accepted by one of the service providers, is accredited to the Port Authority, by means of a certificate issued by the Maritime Administration, and the deliveries made must be justified on a quarterly basis.
- c) Fresh fishing ships or vessels. In this case, the Port Authority must sign an agreement with the fishermen's guilds in order to establish a plan that ensures the periodic delivery of waste and residues generated by the ship or ship, accepted by one of the service providers, and must justify the deliveries made on a quarterly basis.
- d) Sporting or recreational vessels authorised for no more than 12 passengers. In this case, the Port Authority must sign an agreement with the operators of the docks or nautical-sports facilities in order to establish a plan that ensures periodic delivery of waste and residues generated by the ship or vessel, accepted by one of the service providers, and must justify the deliveries made on a quarterly basis.
- e) Ships anchoring in geographical areas that have not required upgrading works and installation of equipment to enable anchoring.
- f) Inactive ships and ships afloat under construction, undergoing major repair, conversion or scrapping.

12. In the cases referred to in the previous paragraphs, plans involving port receipt facilities located in non-EU ports and which do not appear in the updated International Maritime Organisation (IMO) lists of Port Receipt Facilities shall not be taken into consideration, nor shall unloading carried out at such facilities.

b) Fees payable to the service provider

For discharges of waste governed by Annexes IV and VI to the MARPOL Convention, as well as those governed by Annexes I and V to the MARPOL Convention, made after the seventh day of the port call or by ships exempted from payment of the fixed-rate fee, the ships' personnel shall pay the appropriate fee for the service provided directly to the service provider.

Below is a transcription of the maximum fees set out in the specific specifications for the port service for receiving ship-generated waste and cargo residues published on the Port Authority of Valencia's website.

MAXIMUM FEES



**PORT SERVICE FOR RECEIVING SHIP-GENERATED WASTE AND CARGO RESIDUES, REGULATED IN THE ANNEXES TO THE MARPOL 73/78 CONVENTION.
SCOPE OF APPLICATION: PORTS OF VALENCIA, SAGUNTO AND GANDIA.**

Date of entry into force: 9 August 2023

Applicable regulations: *Prescription 20 of the Resolution of 14 July 2023, issued by the Port Authority of Valencia, which publishes the approval of the specific specifications of the port service for receiving ship-generated waste and cargo residues. Official State Gazette No. 188 of 8 August 2023: [Provision 18180 in Official State Gazette No. 188 from 2023 \(valenciaport.com\)](#)*

Maximum fees for each type of waste and cargo residues to be paid by the ship's personnel to the service provider:

- a) Maximum fee for ship-generated waste receipt services for ships falling under Annex I to the MARPOL Convention:

Maximum fee for MARPOL I waste
€31.05/m³

For the use of pumping equipment belonging to the service provider:

1st hour of pumping: €120.20

2nd hour of pumping, and subsequent pumping hours: €60.10/h

- b) Maximum fee for ship-generated waste receipt services for ships falling under Annex IV to the MARPOL Convention:

Maximum fee for MARPOL IV waste
€45.00/m³

For the use of pumping equipment belonging to the service provider:

- 1st hour of pumping: €120.20

- 2nd hour of pumping, and subsequent pumping hours: €60.10/h

- c) Maximum fee for ship-generated waste receipt services for ships falling under Annex V to the MARPOL Convention:

Fee for receiving MARPOL V waste
€46.00/m³





Minimum billing per service:

- 4 m³ for non-SANDACH waste.
- 1 m³ for SANDACH waste, not cumulative to the above.
- In accordance with Article 18.4 of Royal Decree 128/2022 of 15 February, the hazardous nature of the waste may give rise to differentiated fees being applied to ships, the maximum admissible thresholds for the discharge of hazardous waste – payable by the ships' personnel if exceeded – being as follows:

WASTE	THRESHOLD (m ³)
Dry batteries	0.05
Batteries	0.01
Used lamps and bulbs, fluorescent and compact bulbs	0.1
Chemical-contaminated packaging and empty containers	1
Empty oil drums	1
Empty paint cans and cans of paint	1
Paints and varnishes (liquid)	0.1
Medicines and hospital waste	0.25
Oil filters	0.1
Contaminated rags	0.25
Absorbents contaminated by harmful substances	0.25
Electronic waste	0.5
Toner	0.1

This table of maximum thresholds may be updated after the entry into force of the fee system resulting from the application of Royal Decree 128/2022 of 15 February 2002.

- d) Maximum fee for ship-generated waste receipt services for ships falling under Annex VI to the MARPOL Convention:

<p>Maximum fee for MARPOL VI waste Solid: €290.00/m³ Liquid: €60.00/m³</p>

Minimum billing for each MARPOL VI waste receipt service, in solid form: 1 m³.

- e) Maximum fee for services for receiving cargo residues governed by Annex I to the MARPOL Convention:



Maximum fee for MARPOL I cargo residues

Non-flammable (flash point > 60°): €31.05/m³

Flammable (flash point < 60°): €60.00/m³

- f) Maximum fee for services for receiving cargo residues governed by Annex II to the MARPOL Convention:

Maximum fee for MARPOL II cargo residues

As of the date on which these Specifications were approved, there are no discharges of cargo residues governed by Annex II to the MARPOL Convention at the ports under the jurisdiction of the Valencia Port Authority.

- g) Maximum fee for services for receiving cargo residues governed by Annex V to the MARPOL Convention:

Maximum fee for MARPOL V cargo residues

€74.25/m³

Fees payable by the Port Authority to service providers for receiving waste falling within the scope of the fixed or indirect fee paid by ships' personnel.

- a) Fee payable to the service provider for services for receiving ship-generated waste from ships falling under Annex I to the MARPOL Convention:

MARPOL I waste receipt fee

€31.05/m³

No pumping surcharge shall be applied in the fees payable by the APV to the service provider, as the pumping surcharge shall be borne by the ship's personnel.

- b) Fee payable to the service provider for ship-generated waste receipt services for ships falling under Annex V to the MARPOL Convention:

Fee for receiving MARPOL V waste

€46.00/m³

for services in general

€54.00/m³



for those collections of segregated recoverable waste, certified according to requirement 15.c.4.d.iv.

Minimum billing per service:

- 4 m³ for non-SANDACH waste.
- 1 m³ for SANDACH waste, not cumulative to the above.

- In the event that a ship delivers an exceptional quantity of waste listed in Annex V to the MARPOL Convention, in particular operational waste, in excess of the specific maximum storage capacity indicated in the prior notification form for the delivery of waste, this excess shall not be covered by the fixed-rate fee paid by the ship to the Port Authority of Valencia, and shall be invoiced by the service provider directly to the ship, in order to ensure that the costs related to receiving such exceptional quantity of waste do not place a disproportionate burden on a port's cost recovery system. This may also be the case where the specific storage capacity declared is excessive or disproportionate.
- Hazardous waste delivered in excess of the quantities indicated in the table below will also be considered an excessive quantity, placing a disproportionate burden on the port's cost recovery system, and will not be covered by the flat-rate fee paid by the ship's personnel to the Port Authority of Valencia. If the ship's personnel wish to deliver more than the quantities in the table, they must give prior notice to the service provider, and accept the fees proposed by the service provider for receiving the hazardous waste.

WASTE	THRESHOLD (m ³)
Dry batteries	0.05
Batteries	0.01
Used lamps and bulbs, fluorescent and compact bulbs	0.1
Chemical-contaminated packaging and empty containers	1



Empty oil drums	1
Empty paint cans and cans of paint	1
Paints and varnishes (liquid)	0.1
Medicines and hospital waste	0.25
Oil filters	0.1
Contaminated rags	0.25
Absorbents contaminated by harmful substances	0.25
Electronic waste	0.5
Toner	0.1

This table of maximum thresholds may be updated after the entry into force of the fee system resulting from the application of Royal Decree 128/2022 of 15 February.



6. Procedures for flagging alleged deficiencies of port receipt facilities

In the event of any incident observed by the user relating to the receipt facilities, these shall be recorded by the user of the service or their representative, using form MEPC.1/Circ.469/Rev.2 merged into MEPC.1/Circ.834/Rev.1 for notification of deficiencies, which is included as an Annex to this User Guide, and shall be sent to the Port Authority, through its means of contact:

Address: Avda. Muelle del Turia (no number), 46024 Valencia

Telephone: +34 963 939 500

Website: www.valenciaport.com

Electronic office: www.valenciaportse.gob.es

Email for implementing the Plan: sportuarios@valenciaport.com



ANNEX:

FORM FOR FLAGGING ALLEGED DEFICIENCIES OF PORT RECEIPT FACILITIES

MEPC.1/Circ.469/Rev.2

Consolidated in MEPC.1/Circ.834/Rev.1

1 March 2018



FORM FOR FLAGGING ALLEGED DEFICIENCIES OF PORT RECEIPT FACILITIES¹

Ship's captains encountering difficulties in discharging waste at receipt facilities should submit the information requested below, accompanied by any supporting documentation, to the Administration of the flag State and, where possible, to the competent authorities of the port State. The flag State shall report the incident to the port State. The port State should examine the report and respond in a timely manner by reporting the results of its investigation to the IMO and the notifying flag State.

1 SHIP DETAILS

- 1.1 Name of ship: _____
- 1.2 Owner or shipowner: _____
- 1.3 Distinctive number or letters: _____
- 1.4 IMO number² : _____
- 1.5 Gross tonnage: _____
- 1.6 Registry port: _____
- 1.7 Flag State³: _____
- 1.8 Type of ship:
- | | | |
|---|--|---|
| <input type="checkbox"/> Oil tanker | <input type="checkbox"/> Chemical tanker | <input type="checkbox"/> Bulk carrier |
| <input type="checkbox"/> Other cargo ship | <input type="checkbox"/> Passenger ship | <input type="checkbox"/> Other (please specify) _____ |

2 DETAILS OF THE PORT

- 2.1 Country: _____
- 2.2 Name of the port or area: _____
- 2.3 Name of the town/city/terminal: _____
(e.g. berthing/terminal/pontoon)
- 2.4 Name of the company in charge of the receipt facility (if applicable): _____
- 2.5 Type of port operation:
- | | | |
|---|---------------------------------------|-----------------------------------|
| <input type="checkbox"/> Unloading port | <input type="checkbox"/> Loading port | <input type="checkbox"/> Shipyard |
| <input type="checkbox"/> Other (please specify) _____ | | |
- 2.6 Date of arrival: __/__/__ (dd/mm/yyyy)
- 2.7 Date of the event: __/__/__ (dd/mm/yyyy)
- 2.8 Date of departure: __/__/__ (dd/mm/yyyy)

¹ This form was approved by MEPC 53.

² In accordance with the IMO system of assigning a number to ships for identification purposes, adopted by the Organisation by Assembly resolution A.1117(30).

³ The name of the State under whose flag the ship is entitled to fly.



3 DEFICIENCIES OF THE FACILITIES

3.1 Type and quantity of waste/residues for which the port receipt facility was deficient and the nature of the problems encountered.

Type of waste/residues	Quantity for discharge (m ³)	Quantity <u>not</u> accepted (m ³)	Problems experienced Please identify problems experienced with one or more of these letters, as appropriate. A No facilities available B Undue delay C Use of the facility was not feasible D Inconvenient location E The ship had to change berth, resulting in delays and additional costs. F Excessive fees for the use of facilities G Other (please indicate in paragraph 3.2)
Waste related to Annex I to the MARPOL Convention			
Bilge water			
Oily wastes (sludges)			
Oily water from tank washing (waste)			
Dirty ballast water			
Deposits and sludge from tank cleaning			
Other (please specify.....)			
Waste related to Annex II to the MARPOL Convention Category of waste noxious liquid substance ¹ /water mixture for discharge into the receipt facility from tank washing:			
Category X substance			
Category Y substance			
Category Z substance			
Waste related to Annex IV to the MARPOL Convention Sewage			

¹ Indicate in paragraph 3.2 the correct shipping name of the noxious liquid substance concerned and whether the substance is classified as "ready to solidify" or "highly viscous" in accordance with Regulation 1 (15.1) and (17.1), respectively, of Annex II to the MARPOL Convention.

Type of waste/residues	Quantity for discharge (m ³)	Quantity <u>not</u> accepted (m ³)	Problems experienced Please identify problems experienced with one or more of these letters, as appropriate. A No facilities available B Undue delay C Use of the facility was not feasible D Inconvenient location E The ship had to change berth, resulting in delays and additional costs. F Excessive fees for the use of facilities G Other (please indicate in paragraph 3.2)
Waste related to Annex V to the MARPOL Convention			
A. Plastics			
B. Food waste			
C. Household waste			
D. Cooking oil			
E. Incinerator ash			
F. Operational waste			
G. Animal carcasses			
H. Fishing gear			
I. Electronic waste			
J. Cargo residues (non-harmful to the marine environment) ²			
K. Cargo residues (harmful to the marine environment) ⁵			
Waste related to Annex VI to the MARPOL Convention			
Ozone depleting substances and equipment containing such substances			
Exhaust gas cleaning residues			

3.2 Additional information on the problems identified *above*.

² Enter the correct shipping name of the dry cargo.



3.3 Did you raise these problems or notify the port receipt facility?

Yes No

If so, please specify to whom

If so, how did the port receipt facility respond to your concerns?

3.4 Did you give notification in advance (in accordance with the relevant port regulations) of the ship's requirements for receipt facilities?

Yes No Not applicable

If so, was the availability of port receipt facilities confirmed to you upon arrival?

Yes No

4 OTHER REMARKS

Captain's signature

Date: __/__/____ (dd/mm/yyyy)

