



# Port Early Warning and Alert Systems

Desk Study



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# List of abbreviations

AGEE	Advisory Group on Environmental Emergencies
ANF	Advance Notification Form
CEN	Customs Enforcement Network (CEN)
CENCOMM	Customs Enforcement Network Communication
Cheminet	WHO Global Chemical Incident Emergency Response Network
EFTA	European Free Trade Association
ESPO	European Sea Ports Organisation
EU	European Union
FEAT	Flash Environmental Assessment Tool
GAR	Global Alert and Response
GIS	Geographical Information System
GISIS	Global Integrated Ship Information System
GOARN	Global Outbreak Alert and Response Network
HIT	Hazard Identification Tool
HMO	Harbour Masters' Office
ICPO	International Criminal Police Organization
IMO	International Maritime Organization
JEU	Joint UNEP/OCHA Environment Unit (JEU)
MARPOL	International Convention for the Prevention of Pollution from Ships
MEA	Multilateral Environmental Agreement
MEPC	Marine Environment Protection Committee
MoU	Memorandum of Understanding
NCB	National Central Bureau
NCP	National Contact Point
OCHA	Office for the Coordination of Humanitarian Affairs
OECD	Organisation for Economic Co-operation and Development
OPRC	The International Convention on Oil Pollution Preparedness, Response and Co-operation
OPRC-HNS	Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances
PRFD	Port Reception Facilities Database
PRFs	Port Reception Facilities
PSC	Port State Control
PWMP	Port Waste Management Plan
RASFF	Rapid Alert System for Food and Feed
REMPEC	Regional Marine Pollution Emergency Response Centre for Mediterranean Sea
RILO	Regional Intelligence Liaison Offices
SBC	Secretariat of the Basel Convention
SIReNaC	Ship Inspection Report Exchange
UN	United Nations
UNEP	United Nations Environment Programme
WCO	World Customs Organization
WHO	World Health Organization
WSR	Waste Shipment Regulation

# Overview

## I. Introduction

The United Nations Environment Programme (UNEP) Post-Conflict and Disaster Management Branch, in cooperation with the Secretariat of the Basel Convention (SBC), is implementing a project to strengthen capacity for hazardous waste management in Côte d'Ivoire. The project stems from the dumping of hazardous waste from the M/S *Probo Koala* in Abidjan in August 2006, which highlighted the urgent need for improvement in the management of hazardous waste in Côte d'Ivoire and control and monitoring of trans-boundary movement of hazardous waste.

The main objectives of the project are to:

1. ensure the environmentally acceptable management of hazardous waste in Abidjan through the development of a Hazardous Waste Management Plan for the District of Abidjan; and
2. strengthen capacities within Côte d'Ivoire and Africa to monitor and control the transboundary movement of hazardous waste.

## II. Context and objective of the desk study

Within this framework, this desk study is carried out to analyse existing early warning / alert systems and best practices for shipments suspected of containing hazardous waste / substances in European ports, with recommendations for application in the West African region.

The assessment was done by conducting telephonic and e-mail consultations with experts in national port authorities, administrations and other relevant organizations, as well as through internet and other research. This report also takes into account the provisions of applicable Multilateral Environmental Agreements (MEAs) (e.g. the Basel Convention on the Trans-boundary Movement of Hazardous Wastes and their Disposal and the MARPOL Conventions).

## III. Summary of main findings and recommendations

The following is a summary of the main findings and recommendations from the assessment.

Since the objective of this desk study is to analyse existing early warning / alert systems and practices for shipments suspected of containing hazardous wastes/substances in ports, two main waste streams can be identified:

- waste delivered in a port because it was generated during the normal operations of a ship (ship generated waste<sup>1</sup> and cargo residues);
- waste delivered in a port because it was shipped as cargo.

For both waste streams current practice related to existing early warning systems is assessed.

### Ship generated waste and cargo residues

West African ports differ from European ports not only in size, but also in terms of type of traffic. Recommendations for the implementation of an early warning system in West African ports must bear this in mind.

This report's recommendations for an effective early warning / notification system are based upon IMO's Advance Notification Form (ANF) and existing practices resulting from the implementation of the Directive 2000/59/EC in Europe. (This Directive shares its main principles with the IMO's ANF.)

The following factors are considered to be of overriding importance:

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<sup>1</sup> Ship-generated waste means all waste, including sewage, and residues other than cargo residues, which are generated during the service of a ship and fall under the scope of Annexes I, IV and V to Marpol 73/78 and cargo associated waste as defined in the Guidelines for the implementation of Annex V to Marpol 73/78.

- The international character of shipping: The system should be as consistent as possible between different states;
- The variety in port types: The system should be applicable to all port types;
- The presence of the IMO: Most African states (incl. maritime agencies and/or ministries) are already familiar with the functioning of the IMO.

## Waste shipped as cargo

The Basel Convention and Bamako Convention explicitly exclude ship generated waste and therefore they cannot be used as an early warning system for waste that derives from the normal operations of a ship. Given the international character of shipping and the fact that most hazardous waste originate in developed countries, the Basel Convention presents the most suitable system to track the transport of waste intentionally shipped as cargo.

## Additional systems

Other potentially relevant systems were also assessed, but they seemed more appropriate for waste shipped as cargo (for export), or as supportive systems (i.e. as complementary, additional databases or communication instruments that can be used by enforcing agencies to monitor dubious ships and/or waste transports). Some of the existing databases such as the Port Reception Facilities Database in (PRFD) in the Global Integrated Ship Information System (GISIS), databases from various Memoranda of Understanding, etc. can be used as supportive tools by enforcement agencies.

Finally, existing communication systems such as WCO's Environet and Interpol's Ecomessage can be used to track and report certain dubious ships and/or events. It does, however, depend on the competent authority whether and to what extent these systems are used.



# Chapter 1: Legal context

This desk study is carried out to analyse existing early warning / alert systems and practices in European ports with regard to shipments suspected of containing hazardous waste/substances in European ports.

To that extent, two main waste streams can be identified:

- Waste delivered to a port because it was generated during the normal operations of a ship (ship generated waste and cargo residues);
- Waste delivered to a port because it was shipped as cargo.

In both cases current practices related to existing early warning systems were assessed.

The relevant systems, which are assessed in this chapter, can be divided in four categories:

- Systems resulting from IMO administered conventions;
- Systems as an outcome of EU legislation;
- Systems as a result of other international MEAs; and
- Systems originating from regional MEAs.

Recommendations of best practices for application in the West African region are made in Chapter 3.

## 1.1 International Maritime Organization

### MARPOL Convention

The International Convention for the Prevention of Pollution from Ships 1973 and its Protocols (widely known as the MARPOL Convention), does not refer to any advance notification or early warning systems for ships that intend to deliver MARPOL Annex I, Annex II, Annex IV, Annex V and/or Annex VI residues ashore. The MARPOL Convention requires Governments of Parties to ensure the provision of reception facilities, adequate to meet the need of the ships using them without causing undue delay.

In addition, IMO's Marine Environment Protection Committee (MEPC) adopted at its 44th session in March 2000 its Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities (resolution MEPC.83(44)). Section 4 of these Guidelines recommends that providers of port reception facilities (PRFs) may require, for logistical reasons, advance notification from the ship of their intention to use the facilities.

To enhance the smooth implementation and uniform application of this requirement, thus minimising the risk of a ship incurring delay, the MEPC approved, at its 58th session in October 2008, the Advance Notification Form (ANF). This was also in accordance with the Committee's Action Plan on Tackling the Inadequacy of PRFs. Member Governments and Parties to the MARPOL Convention were invited to bring this to the attention of all entities concerned.

The standard format for the IMO Advance Notification Form for Waste Delivery to Port Reception Facilities is included as Annex I to this report.

According to the recommendations attached to this ANF, the master of a ship should forward the ANF to the designated authority at least 24 hours in advance of arrival in the port or upon departure at the previous port if the voyage is less than 24 hours. A copy of the form should be retained on board of the vessel, along with the appropriate oil record book, cargo record book or garbage record book.

The ANF contains information on:

- Ships particulars: Name, IMO number, Flag State, etc.;
- Port and voyage particulars: Next port of call, last port of call;
- Type and amount of waste for discharge to facility: For MARPOL Annex I, II, IV, V and VI residues;
- The amount of waste and residues remaining on board and the remaining percentage of maximum dedicated storage capacity.

Originally MARPOL's emphasis was on the minimisation of risk of undue delay to the ship through the use of the ANF. Nowadays the ANF is used in many countries also as an information source when developing port waste management plans, for enforcement by Port State Control (PSC), port authorities, maritime and/or environmental authorities, and to monitor the provision and adequacy of PRFs. Whilst monitoring the ANFs, enforcing officers may conclude that a ship has insufficient storage capacity for reaching the next port of call and therefore presents an unreasonable threat of harm to the marine environment. Such ships can be obliged to deliver their waste/residues ashore.

However, any assessment, monitoring and/or enforcement is entirely and solely at the discretion of the Party to the Convention.

### **PRF module in GISIS database**

The Port Reception Facility module of the Global Integrated Ship Information System (GISIS) database contains information on the available port reception facilities for the delivery of ship generated waste in ports, as provided by the competent authorities of the IMO Member States. The PRF database has been set up with the following objectives:

- To disseminate current information on port reception facilities to the maritime community on a global basis through the internet;
- To establish a web-based method for the regular updating of the information; and,
- To facilitate user friendly queries through the database.

The module is publicly accessible (after free login) and is easy to use. The following functions are available:

- Browse through all reception facilities available in a specific port;
- Research existing cases of alleged inadequacies of reception facilities, as reported to IMO;
- Find local contact points for maritime administrations throughout the world;
- Download information for PRF providers and users.

## **International Convention on Oil Pollution Preparedness, Response and Co-operation**

The International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) is of particular relevance to environmental emergencies. OPRC addresses the notification of Parties, the question of who may request assistance, and the national and regional systems that must be pre-established in order to respond effectively in the event of an oil pollution incident. The IMO administers this Convention, which provides a framework for international cooperation on the prevention and mitigation of oil pollution from ships.

Under the OPRC, ship masters, persons in charge of offshore units, persons in charge of seaports and oil handling facilities, maritime inspection vessels and aircraft, as well as pilots of civil aircraft are all obliged to report "without delay" any observed event at sea involving "a discharge of oil or the presence of oil" to the nearest coastal state or the coastal state with jurisdiction over the offshore unit.

As this alarm system is only used in case of oil spills, however, it is not relevant for this study.

## **Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances**

The 2000 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS) extends the framework established by OPRC (see above) to include major incidents or threats of marine pollution resulting from hazardous and noxious substances. OPRC-HNS shares the same provisions as OPRC for both notification and response, and is only applied in the case of spills. It therefore falls outside the scope of this study.

## **The London Convention**

The Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (the London Convention), is one of the first global conventions to protect the marine environment from human activities and has been in force since 1975. Its objective is to promote the effective con-



control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of waste and other matter.

In 1996 the London Protocol was agreed to further modernise the Convention and, eventually, replace it. Under the Protocol all dumping is prohibited, except for possibly acceptable waste on the so-called “reverse list”. This list includes the following:

- Dredged material;
- Sewage and sludge;
- Fish waste;
- Vessels and platforms;
- Inert, inorganic geological material (e.g. mining waste);
- Organic material of natural origin;
- Bulky items primarily comprising iron, steel and concrete; and
- Carbon dioxide streams from carbon dioxide capture processes for sequestration.

Development of advice under the Protocol is complementary to that developed under, for instance, the Basel Convention.

Since the objective of the London Convention falls outside the scope of this review, it is not further analysed.

## 1.2 EU legislation

### Directive 2000/59/EC

#### General

On 27 November 2000, the European Parliament and Council adopted Directive 2000/59/EC on Port Reception Facilities for Ship-generated Waste and Cargo Residues. This Directive applies to all seagoing vessels and all EU ports being called by these vessels. Two countries of the European Free Trade Association (EFTA), namely Iceland and Norway, also implemented it.

According to the Directive, the effectiveness of PRFs can be improved by requiring ships to notify their need to use reception facilities (preamble 12 of the Directive). Such notification can also provide information for effectively planned waste management.

Therefore, the master of a ship (not being a fishing vessel or recreational vessel licensed to carry up to 12 passengers), must notify the port of his intention to deliver ship generated waste and/or cargo residues.

It should be mentioned that according to article 9 of the Directive, Member States of the ports involved may exempt ships from the mandatory notification if they meet the following requirements:

- The vessels are engaged in scheduled traffic with frequent and regular port calls; and,
- There is sufficient evidence of an arrangement to ensure the delivery of ship generated waste; and
- There is sufficient evidence of an arrangement to ensure the payment of fees in a port along the ship’s route.

Furthermore, the Directive requires that ships deliver their waste to a PRF before leaving the port. However, the ship may proceed to the next port without delivering its ship generated waste if there is sufficient dedicated storage capacity for all ship generated waste that has already accumulated and will accumulate during the intended voyage of the ship, up to the port of delivery.

### Notification

Article 6 of the Directive requires that the information on the form should be notified:

- At least 24 hours prior to arrival, if the port of call is known; or
- As soon as the next port of call is known, if this information is available less than 24 hours prior to arrival; or,
- At the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

This information must be kept on board at least until the next port of call and shall, upon request, be made available to the Member State authorities.

Annex II of the Directive provides a model, which must be completed truly and accurately by the master of a ship (other than a fishing vessel or rec-

reational craft authorised to carry no more than 12 passengers) that is bound for a port located in the European Community. This information shall be notified to the authority or body designated for this purpose by the Member State in which that port is located. Member States may also decide that the information will be notified to the PRF, who will then forward it to the authority. Member States also have to ensure that the information notified by masters in accordance with the Directive is appropriately examined (article 12.1.d of the Directive).

## Enforcement

The Directive explicitly links the advanced notification of ship generated waste with enforcement activities as, according to article 11.2, Member States shall, when selecting ships for inspection, pay particular attention to:

- Ships that have not complied with the notification requirements;
- Ships, where the examination of the information provided by the master has revealed other grounds to believe that the ship does not comply with this Directive.

When the relevant authority is not satisfied with the results of the inspection, it shall ensure that the ship does not leave the port until it has delivered its ship generated waste and cargo residues to a port reception facility in accordance with the Directive.

When there is clear evidence that a ship has proceeded to sea without having complied with the requirements of the Directive, the competent authority at the next port of call shall be informed. Such a ship shall, without prejudice to the application of the penalties, not be permitted to leave that port until a more detailed assessment relating to the ship's compliance with this Directive, such as the accuracy of any information provided in accordance with the Directive, has taken place.

## Data management

According to article 12.3 of the Directive, Member States and the Commission shall co-operate in establishing an appropriate information and monitoring system, covering at least the whole of the Community, to:

- improve the identification of ships that have not delivered their ship generated waste and cargo residues in accordance with this Directive;
- ascertain whether the goals of the Directive have been met.

The SIRENaC information system, established under the Paris Memorandum of Understanding on Port State Control, was originally intended as a tool to help identify polluting or potentially polluting ships. However, in view of the further development of the European SafeSeaNet, this latter system seems to be a more appropriate tool.

## SafeSeaNet

Following the loss of the tanker *Erika* off the French coast in 1999, the European Union has adopted several directives aimed at preventing accidents at sea and marine pollution.

Directive 2002/59/EC, adopted by the European Parliament and Council on 27 June 2002, aims to establish a vessel traffic monitoring and information system within the Community, "with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships".

This Directive requires Member States and the Commission to cooperate to establish computerised data exchange systems and to develop the necessary infrastructure to this end. SafeSeaNet has improved data exchange with better standardisation and a profusion of transfer mechanisms, from phone or fax to electronic messages (often via EDIFACT).

The implementation of Directive 2002/59/EC and provisions contained in other EC legislation require the collection and distribution of various kinds of data. It concerns vessel traffic monitoring, dangerous cargo details, results of ship inspections and information related to ship's waste and cargo residues.

In addition, SafeSeaNet has been designed to allow, as necessary, additional services to be provided to a large community of users with the

objective of contributing to the implementation of other community policies such as environmental protection, security, immigration, etc. However, the modification of the SafeSeaNet system to include the notification of ship generated waste and cargo residues as required by Directive 2000/59/EC is not operational yet. It would, however, respond to article 12.3 of Directive 2000/59/EC, as it requires cooperation between the European Commission and EU member states to “establish an appropriate information and monitoring system”.

### **Rapid Alert System for Food and Feed**

The EU Rapid Alert System for Food and Feed (RASFF) was put in place to provide food and feed controlling authorities with an effective tool to exchange information when responding to serious risks in relation to food or feed.

RASFF members each have a designated contact point responsible for sending RASFF notifications to the EC. The EC, which is responsible for managing the system, is providing knowledge and a technological platform to facilitate transmission and handling of the RASFF notifications. It receives all notifications from members of the network and performs checks on them, prior to making them available to all members of the network.

The EC must inform a non-member of RASFF (third countries) if a product subject to a notification has been exported to that country or when a product originating from that country has been the subject of a notification. In this way the country can take corrective measures when needed.

This system can be used effectively as far as animal by-products are concerned. (Animal by-products are animal carcasses, parts of carcasses or products of animal origin not intended for human consumption). This includes, amongst others, catering waste, used cooking oil, former foodstuffs, blood, feathers, etc.

Since these types of waste are rarely found in ports, this issue will not be further assessed. However, it is worth mentioning that according to Regulation (EC) No. 1774/2002, food and catering waste, arising from international voyages, must be destroyed or sterilized after delivery in EU Port Reception Facilities.

## **Council Regulation 1013/2006/EC**

The above Council Regulation, hereafter called the Waste Shipment Regulation (WSR), transposes the Basel Convention on the Transboundary Movements of Hazardous Wastes and their Disposal into EU legislation. For further information, please refer to the following chapter.

### **1.3 Other International Multilateral Environmental Agreements (MEAs)**

#### **Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal**

In the context of the Organisation for Economic Cooperation and Development (OECD), the Basel Convention is supported by OECD Decision C(2001)107, which creates a streamlined system for the regulation of movements of hazardous waste for recovery between OECD countries, in accordance with the framework established by the Basel Convention. Export of hazardous wastes to non-OECD members for disposal, as well as recovery, is prohibited (the so-called “Basel ban”).

One of the guiding principles of the Basel Convention is that, in order to minimize the threat to human health and the environment, hazardous waste should be dealt with as closely as possible to where it is produced. Therefore trans-boundary movements of hazardous waste or other waste can only take place upon prior written notification/approval by the State of export to the competent authorities of the States of import and transit (if appropriate). Each shipment of hazardous waste or other waste must be accompanied by a document from the place where the transboundary movement begins to the place of disposal. Hazardous waste shipments made without such documents are illegal. In addition, there are bans on the export of this waste to certain countries. Transboundary movements can take place, however, if the State of export does not have the capacity for managing or disposing the waste in an environmentally sound manner.

To assist countries (as well as interested organisations, private companies, industry associations and other stakeholders) to manage or dispose of their waste in an environmentally sound way, the Secretariat of the Basel Convention cooperates with national authorities in developing national legislation, setting up inventories of hazardous waste, strengthening national institutions, assessing the hazardous waste management situation, and preparing hazardous waste management plans and policy tools. It also provides legal and technical advice to countries to solve problems related to the control and management of hazardous waste. In the case of an emergency, e.g. a hazardous waste spill, the Secretariat cooperates with Parties and relevant international organisations to provide rapid assistance in the form of expertise and equipment.

The Basel Convention does not apply to waste originating from the normal operation of ships. It does, however, apply from the moment the ship generated waste is discharged to a PRF. It requires that each Party shall take the appropriate measures to:

- ensure the availability of adequate disposal facilities for the environmentally sound management of hazardous and other waste, which shall be located, to the extent possible, within the Party state concerned, whatever the place of disposal;
- ensure that persons involved in the management of hazardous or other waste take such steps as are necessary to prevent pollution due to hazardous or other waste arising from such management and, if pollution occurs, to minimize the consequences thereof for human health and the environment.

## Interpol's Ecomessage

The International Criminal Police Organization (Interpol) has been working to suppress environmental crime since 1976. It created Ecomessage on the principle that the timely exchange of pertinent information between enforcing authorities is crucial for any campaign targeting international environmental crime. With Ecomessage, Interpol wanted to create a reporting system and database that covers all major environmental crime, including illegal trans-boundary movements and illegal

dumping of waste, serving as a tool to exchange information between enforcing authorities (customs, environmental authorities, coast guard, etc.).

When information about a violation is gathered, it should be forwarded to the Interpol National Central Bureau (NCB) of the reporting country. The NCB is usually found in the international relations department of the national police. It is the NCB's responsibility to transmit an Ecomessage to the Interpol General Secretariat.

When the Interpol General Secretariat receives an Ecomessage, the information is entered in Interpol's database. This can generate several benefits:

- Information is immediately screened against existing information in the Interpol database, which can provide important feed-back;
- The Ecomessage form also provides the reporting country the opportunity to ask questions and provides a mechanism for international cooperation;
- Data can be accessed by analysts of the Interpol Analytical Criminal Intelligence Unit, which can lead to analyses on criminals, as well as the size, structure and dynamics of a criminal enterprise or network involved.

## Interpol's' ship pollution prosecution database

The ship pollution prosecution database contains information on completed prosecutions and cases in various countries for the period 2001 - 2006. This information can assist countries in targeting enforcement efforts and to name ships and shipping companies that violate pollution laws.

## World Health Organization systems and networks

### Global Chemical Incident Emergency Response Network

The World Health Organization (WHO) Global Chemical Incident Emergency Response Network (Cheminet) provides emergency assistance to countries to investigate and respond to the public health and medical consequences of chemical incidents and emergencies. It is a network of insti-

tutions, agencies, laboratories, WHO collaborating centers, poison information centers, academia and individuals from different member states. Cheminet is coordinated by the WHO's department for Public Health and Environment. Since it does not serve as an early warning / alert system, but rather as a response tool and network providing emergency assistance after chemical incidents, it is not further assessed here.

### Global Alert and Response System

This is an integrated global alert and response system (GAR) for epidemics and other public health emergencies, based on strong national public health systems and capacity, and an effective international system for coordinated response. It includes early warning alert and response systems for epidemic and pandemic diseases. It is also used to maintain and further develop a global operational platform to support outbreak response and support regional offices in implementation at regional level.

### Global Outbreak Alert & Response Network

The Global Outbreak Alert and Response Network (GOARN) is a technical collaboration of existing institutions and networks that pool human and technical resources for the rapid identification, confirmation and response to outbreaks of international importance. The Network provides an operational framework to link this expertise and skill to keep the international community constantly alert to the threat of outbreaks and ready to respond.

### Other WHO systems

There are other early alert and notification systems operational within the WHO. However, all of them serve very specific needs and are not relevant for further investigation in the context of this desk study.

## World Customs Organization (WCO) Environet

Environet is an internet-based global communication tool dedicated to environmental protection. It provides a secure platform for customs officials, law enforcement authorities, international organizations and their regional networks, to cooperate with

one another and share real-time information in the course of their daily operations. All commodities that potentially damage the environment and that are covered by trade related MEAs are available for discussion via Environet. These topics include, amongst others, hazardous waste and materials.

As one of the CENCOMM (Customs Enforcement Network Communication) applications, Environet is internet-based and accessible to a closed user group. Information transmitted via the tool is encrypted and secured. It is cost effective and easy to use. Environet is provided and maintained by the WCO to all members of the closed group free of charge.

Environet aims to:

- Share best practices;
- Provide downloadable training material, identification guides, manuals, and other background information valuable for environmental enforcement;
- Exchange information on seizures and possible trafficking;
- Create discussion forums on specific topics;
- Facilitate assistance by experts from international organizations and competent authorities (for example);
- Facilitate cooperation between customs administrations and other agencies and international organizations.

The National Contact Points (NCPs) of RILO (Regional Intelligence Liaison Offices) in each country should be the contact point for administrative issues concerning Environet. Users are alerted via email of incoming messages and new uploads to the library.

The Environet library provides information on training materials, identification guides, alerts and any other information useful to environmental enforcement. The administrator at the WCO Secretariat is tasked with managing the library. Users wishing to share information may send it to the administrator for uploading.



## World Customs Organisation Regional Intelligence Liaison Offices (RILO)

Since information and intelligence exchange is one of the pillars of the World Customs Organisation (WCO) enforcement strategy, WCO has set up a global network of Regional Intelligence Liaison Offices (RILO). The RILO network currently comprises 11 offices covering the WCO's six regions. Each RILO is a regional centre for collection and analysis of data and dissemination of information on trends, modus operandi, routes and significant cases of fraud. It employs customs officers from different countries within a region.

RILOs act as regional data collectors and analysts, making them the centre of information flow, which is organized around three essential and complementary components:

- National Contact Points (NCP) at the national customs administration level;
- Regional Intelligence Liaison Offices (RILOs) at the regional level;
- WCO Secretariat at the international level.

The aim of this mechanism is to enhance the effectiveness of global information and intelligence exchange and to strengthen cooperation between all customs services tasked with combating transnational crime.

The CEN is an internet-based system acting as a:

- Database of customs seizures and offences;
- Website for the information and intelligence needs of customs services;
- Communications network to facilitate international exchanges and contacts;
- Concealment Picture Database to highlight exceptional seizures and exchange X-ray pictures.

## Awareness and Preparedness for Emergencies at Local Level (APELL) programme

The international community and national governments have learned to respond more effectively

to environmental emergencies over the past decades. Increasingly, the focus is shifting to preparing for disasters before they occur.

With support and funding from UNEP and industry, the APELL programme aims to:

- Provide information to communities to help them understand local risks; and,
- Help local and national authorities to put together a coordinated plan to protect people, their property and the environment in the event of a disaster.

While the main focus of the programme is on environmental emergencies related to industrial activities with a potential for fire, explosion or toxic release, it is also relevant to natural disaster preparedness. So far, it has been used to improve the coordination of emergency response services in both local and cross-border situations.

## Hazard Identification Tool (HIT)

The HIT has potential for use in the context of preparedness activities, ensuring that information is immediately available when an emergency occurs. It can be used to identify risks in port reception facilities, factories, etc. However, it is only an identification tool and does not provide the user with reliable recommendations for response, preparedness or mitigation activities. For this, specialized expertise from qualified actors is necessary and on-site assessments would be needed for verification.

The HIT consists of a list of "big and obvious" facilities and objects that may pose a risk to human health and life, as well as the natural environment. The list includes indications of the hazardous substances that are expected to be present in these facilities, as well as the hazard types associated with these substances and related estimated impact types.

## Other OCHA-UNEP systems

Other existing environmental emergency response tools such as the United Nations Disaster Assessment and Coordination (UNDAC) mechanism, the Environmental Assessment Module and the Flash Environmental Assessment Tool (FEAT) were not further investigated, as they are not considered relevant in the context of this study.



## 1.4 Other Regional Multilateral Environmental Agreements

### The Bamako Convention

The Bamako Convention on the Ban on the Import into Africa and the Control of Transboundary Movement and Management of Hazardous Wastes within Africa is a treaty of African nations prohibiting the import of any hazardous (including radioactive) waste. The Convention was negotiated by twelve nations of the Organization of African Unity at Bamako, Mali in January 1991 and came into force in 1998.

Impetus for the Bamako Convention arose from the lack of prohibition by the Basel Convention on trade of hazardous waste to less developed countries, and from the realization that many developed nations were exporting toxic waste to Africa.

The Bamako Convention uses a format and language similar to that of the Basel Convention, but is much stronger in prohibiting all imports of hazardous waste. It also does not make exceptions for certain types of hazardous waste (like radioactive materials) like the Basel Convention. However, as in the case of the Basel Convention, waste that derives from the normal operations of a ship is not covered by the Convention.

### REMPEC database on alerts and accidents in Mediterranean Sea

The database on alerts and accidents in the Mediterranean Sea and the associated Geographical Information System (GIS), were prepared by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) as a contribution to the implementation of the "Protocol concerning Cooperation in Prevention pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea".

The database and associated documents aim to provide competent authorities of the Contracting Parties to the 1976 Emergency Protocol and to the 2002 Prevention and Emergency Protocol, as well as other interested parties, with a set of data

on accidents in the Mediterranean, which should be used in conjunction with other data relating to maritime transportation of oil and chemical substances, to identify more precisely the risk of accidental pollution and facilitate appropriate preparedness and response measures at national and regional levels.

### The Paris Memorandum of Understanding (MoU)

The Paris MoU on Port State Control is the official document in which the 27 participating maritime authorities agree to implement a harmonized system of Port State Control. For a list of participating authorities, please refer to Annex II.

The MoU HAS a main body (the Port State Control Committee) where the authorities agree on:

- Their commitments and approach to implementing relevant international conventions;
- Inspection procedures and the investigation of operational procedures;
- Exchange of information;
- The structure of the Port State Control Committee and amendment procedures.

The Paris MoU website provides users with:

- A database of inspected ships;
- Lists of current and past detentions;
- A list of banned ships; and
- A ship risk profile calculator.

Other comparable Port State Control agreements are:

- the Tokyo MoU (Asia Pacific Region);
- the Caribbean MoU;
- the Viña del Mar MoU (Latin American Region);
- the Indian Ocean MoU;
- the Mediterranean MoU;
- the Black Sea MoU; and
- the Riyadh MoU.

# Chapter 2: Assessment of notification practices

As already elaborated in the introduction, the emphasis of this review is to provide a preliminary assessment of common systems used in European ports, with recommendations towards the development of a regional early warning system between ports in West Africa. Chapter 1 illustrated that various early warning and notification systems exist in European ports. In this chapter, the relevant systems are analysed and further assessed.

## 2.1 IMO alert / notification systems

The IMO **Advanced Notification System** is, indirectly, already widely used in European countries due to the implementation of the European Directive 2000/59/EC (which contains a similar notification system). It is important to emphasize, however, that while the MARPOL Convention requires Parties to provide adequate PRFs, ships are not required to use them when calling a port, or to use the ANF.

The importance of adequate PRFs is emphasized in the accompanying Guidelines. The use of the ANF (either to monitor the adequacy of the PRFs, use it as an information source when developing port waste management plans or as an enforcement tool) is a very important step towards ensuring that ships deliver their MARPOL residues ashore.

The **PRF module in the GISIS system** also provides relevant information and is an efficient communication tool. It is established by the IMO, but relies on current information from the Port States.

The **OPRC Convention** addresses notification of Parties, masters of ships and other competent / involved persons, in order to respond effectively in the event of an oil pollution incident. It seems to be used often, especially in respect of the notification of and response to oil pollution. Since it is not related to waste and cargo residues, the system is not further assessed in this report.

For similar reasons, the **Protocol on Preparedness, Response and Co-operation to Pollution Incidents**

**by Hazardous and Noxious Substances** will not be analysed further.

## 2.2 European notification systems

### Directive EC 2000/59

The implementation of the Directive EC/2000/59 made use of the Advanced Notification Form mandatory in EU ports. However, due to a variation in implementation methods, authorities and port characteristics, the processing, monitoring and/or enforcement of this information differs throughout EU ports and/or countries.

To assess the most common practices, early warning and notification systems were assessed in 20 European ports. These ports were chosen more or less randomly to include variation in size, traffic and location:

Algeciras Bay (Spain), Antwerp (Belgium), Burgas (Bulgaria), Dublin (Ireland), Fredericia (Denmark), Gdansk (Poland), Genoa (Italy), Hamburg (Germany), Helsinki (Finland), Klaipeda (Lithuania), Koper (Slovenia), Lisbon (Portugal), Marsaxlokk (Malta), Marseille (France), Piraeus (Greece), Rotterdam (The Netherlands), Riga (Latvia), Southampton (UK), Stockholm (Sweden) and Tallinn (Estonia).

During the assessment the following issues were checked and analysed (where information was available):

- Is a notification/information sharing system in place?
- Is the notification system embedded in the port waste management plan?
- What information is required?
- To whom should the notification form be sent? By whom? When?
- Is there a database for the notifications?
- What happens with this information?
- How is the form sent (fax, electronically)?

- Is there a verification of the notification (are the notified volumes correct)?
- Which authority is responsible for the notifications (Port Authority, Maritime Administration, Port State Control)? Do they have access to the notifications database? Do other authorities have access?

- Is there a link between the notification and the PRF?

The full assessment results for all 20 EU ports are available on request. The following table provides an overview of the most common practices encountered:

Is a notification/information sharing system in place?	Yes, for all incoming vessels, except fishing vessels and recreational craft (licensed to carry no more than 12 people). Exempted ships (according to art. 9) do not notify.
Is the notification system embedded in the port waste management plan?	Yes.
What information is required?	All info required by Annex 2 of Directive 2000/59/EC.
By whom and to whom should the notification form be sent?	By the captain or ships agent to the port authority (Harbour Master's Office) or local authority (environmental/maritime).
When should the notification be sent?	Not later than 24 hours before arrival in the port.
Is there a database for the notifications?	Yes (mostly integrated in the overall port information network).
What happens with this information?	In 9 ports no specific info was found. In other ports various practices are applied: <ul style="list-style-type: none"> <li>- The notification is used as a request for PRF;</li> <li>- The vessel is only allowed to enter the port when notification was received;</li> <li>- In some ports notifications are manually inspected (randomly);</li> <li>- When the master claims sufficient storage capacity as a reason not to deliver waste, the enforcing authority inspects the vessel;</li> <li>- The data is used as a source of information when developing the PWMP (when assessing adequacy of PRF).</li> </ul>
How is the form sent?	It depends on the size of the port: in large ports notifications are mostly directly electronically uploaded by the agent into the port's data system, while in smaller ports fax and e-mail is still commonly used.
Is there a verification of the notification (are the notified volumes correct)?	No (in the case of fee systems that depend on the amount of waste delivered, this could be problematic).
Which authority is responsible for the notifications? Do they have access to the notifications database? Do other authorities have access?	In most cases the Harbour Master's Office (within the PA) receives the notifications. In several cases the supervising authority (maritime/environmental authority) has access to the databases.
Is there a link between the notification and the PRF?	Mostly not.

The following table provides an overview of applications that, based on frequency of practice or because of particular good results

achieved through specific actions, could be considered as “**best practice**” in European ports:

Is a notification/information sharing system in place?	Yes, for all incoming vessels except fishing vessels and recreational craft (licensed to carry no more than 12 people). Exempted ships (according to art. 9) do not notify.
Is the notification system embedded in the port waste management plan?	Yes.
What information is required?	All info required by Annex 2 of Directive 2000/59/EC. In one case fishing vessels dedicated to fresh catches and pleasure craft carrying not more than 12 passengers had to use a “Reduced Notification form”. According to the Reduced Notification form, these types of vessels must prove the delivery of ship generated waste to the HMO on a yearly basis. In cases where these calling ships arrived from foreign ports or international fishing banks, they had to notify upon arrival.
By whom and to whom should the notification form be sent?	Captain or ships agent to port authority (Harbour Master's Office), with supervising and enforcing authorities having direct access to the notifications database.
When should the notification be sent?	Not later than 24 hours before arrival in the port.
Is there a database for the notifications?	Yes (mostly integrated in the overall port information network).
What happens with this information?	There are various possibilities: <ul style="list-style-type: none"> <li>- The notified information is used when developing the PWMP (as a source of information when assessing the adequacy of the PRF);</li> <li>- When there is no or insufficient notification, the enforcing authority (which can charge penalties) is automatically informed;</li> <li>- When the master claims sufficient storage capacity as a reason not to deliver, the enforcing authority inspects the vessel;</li> <li>- The notification is used as an automatic request for PRF, and the information on the notification is – after verification with the PRF – used for calculation of the waste fee.</li> </ul> Preferably, several of these options should be applied.
How is the form sent?	It depends on the size of the port: in large ports notifications are mostly directly electronically uploaded by the agent to the port's data system, while in smaller ports fax and email is still sufficient.
Is there a verification of the notification (are the notified volumes correct)?	Yes. After delivery of the waste, the PRF notifies the exact amounts to the body that receives the notifications from the agent/vessel. When there is a significant difference, further inquiries can be made by the enforcing authorities.
Which authority is responsible for the notifications? Do they have access to the notifications database? Do other authorities have access?	The Harbour Master's Office (within the PA) receives the notifications, with the supervising and enforcing authorities having direct access to the notifications database.
Is there a link between the notification and the PRF?	Yes. Two options are possible: <ul style="list-style-type: none"> <li>- The notification is automatically considered as a request for PRF, and is automatically forwarded by the HMO to the PRF;</li> <li>- The PRF is linked to the port's database (mandatory).</li> </ul> In both cases the PRF notifies, after delivery of the waste, the exact volumes of collected waste to the HMO, so an assessment of the quality of the notification by the master/agent can be done automatically.

## Council Regulation 1013/2006/EC

This Council Regulation implements the requirements of the Basel Convention. Therefore, please refer to the following chapter.

## 2.3 Other International MEAs

### Basel Convention

The Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal is the most comprehensive global environmental agreement on hazardous and other waste. The Convention aims to protect human health and the environment against the adverse effects resulting from the generation, management, transboundary movement and disposal of hazardous and other waste.

Due to its widespread and streamlined use, it is considered an effective and relatively easy to use tool for monitoring the import and export of waste streams between different states.

### Interpol's Ecomessage form and ship pollution prosecution database

Although Interpol has been using the **Ecomessage** for a number of years now, the database is still too small to produce a global analysis of activities associated with international environmental crime. More data must be entered into the system via Ecomessage reports. Once statistically significant amounts of data are acquired, it could be analyzed and used to develop a worldwide picture of illegal international environmental crime.

The system seems useful, given the international character of shipping. If fully operational it could serve as an additional supportive system to track dubious ships and/or shipments.

The **ships pollution prosecution database** can be used as a supportive system as well. Anyone can check this database to see whether ships have been prosecuted for polluting. The development of this database has been coordinated by the Clean Seas Project and will be updated as more information becomes available.

## World Health Organization systems

The World Health Organization **global chemical incident emergency response network** (Cheminet) is more focused on capacity building and knowledge sharing than on warning or notifying of possible incoming dangers.

The offices involved with the **Global Alert and Response System** (GAR) differ considerably from those involved with environmental and maritime issues. They are therefore not further investigated.

The **Global Outbreak Alert & Response Network** (GOARN) also serves different goals and it seems not advisable to link it to early alert and notification systems for waste generated by ships or other waste. However, the outbreak of diseases as a result from illegal dumping may fall within the scope of this network.

## World Customs Organization (WCO) Environet and RILO

Most customs authorities worldwide are involved in the implementation of the Basel Convention, but less so with IMO regulations. In some countries, customs authorities do not play any role in the enforcement of MARPOL provisions. Theoretically, dumping of waste should fall within the jurisdiction of the customs authorities of the country where it occurs. In reality, the responsibilities of customs authorities vary greatly between countries.

Nevertheless, the WCO Environet and RILO could be used for real-time information sharing on incoming ships, ships leaving ports without having discharged their waste and ships transporting waste products as cargo. However, as previously stated, the use of this instrument for such purposes relies very much on the designated authority and/or Member State.

## The APELL programme and the Hazard Identification Tool (HIT)

Both tools can be used to prevent accidents or diminish the impact of incidents. They cannot serve as early warning and/or notification systems, but have other value.

## 2.4 Other Regional Multilateral Environmental Agreements

The Bamako Convention on the ban on the Import into Africa and the Control of Transboundary Movement and Management of Hazardous Wastes within Africa is a treaty of Africa nations prohibiting the import of any hazardous waste. Since there are currently only 24 parties and given the international character of shipping, the Basel Convention is found

to be a more suitable instrument to deal with the transboundary movement of waste.

The **REMPEC database on alerts and accidents in the Mediterranean Sea** and the **Paris Memorandum of Understanding (MoU)** both provide users with additional information on ships, which enforcement offices can use to track ships. These tools cannot be used as early warning and/or notifications systems, but certainly have other value.



# Chapter 3: Recommendations

## 3.1 Ship generated waste and cargo residues

Based on the outcome of the assessment of current practices in Europe and the resulting identification

of “best practices”, the following table provides information that can be used as a starting point when considering the development of a notification system for ship generated waste and cargo residues in West African ports:

Should a notification/information sharing system be put in place?	Yes, for all incoming vessels except fishing vessels and recreational craft. The exemption of ships sailing regularly on a strict schedule (e.g. ferries) could be considered.
Should the notification system be embedded in the port waste management plan?	Yes. The development of a PWMP is essential, as it aligns practices within the port, but in addition can be used as a regulatory tool, giving guidance to all port users, PRFs and enforcing authorities.
What information should be required?	Ship's details, ship's agent, previous and next port of call, dangerous goods, ship's waste, ship's cargo and intention to deliver, waste on board, remaining storage capacity.
By whom and to whom should the notification form be sent?	From the captain or ship's agent to the port authority (Harbour Master's Office). When the enforcing authority differs from the HMO, the enforcing authority is automatically informed (by copy of the notification).
When should the notification be sent?	No later than 24 hours before arrival in the port.
Should there be a database for the notifications?	Preferably.
What should happen with this information?	It depends on the fee system used by the port (direct/indirect fee, PRF managed by the port, etc.), but the following should be considered as a minimum: <ul style="list-style-type: none"> <li>- Where there is no notification or the notified information is insufficient, the enforcing authority (which can charge penalties) is automatically informed;</li> <li>- When the master claims sufficient storage capacity as a reason not to deliver, the enforcing authority inspects the vessel;</li> <li>- Data is used as an information source when developing the PWMP (when assessing the need for and adequacy of a PRF).</li> </ul>
How should the form be sent?	Fax and email should be sufficient in an early phase.
Should there be a verification of the notification (verification that the notified volumes are correct)?	Again, this depends on the fee system used by the port: In the case of a 100% indirect fee system (where the fee is not related to the amount of waste delivered by the vessel), the notification can be considered as a simple request for PRF, while in other cases (where the fee depends on the amount of waste delivered) a thorough assessment of the notified waste volumes may be necessary.
Which authority should be responsible for the notifications? Should they have access to the notifications database? Should other authorities have access?	The Harbour Master's Office (within the PA) receives the notifications, with the supervising and enforcing authorities having direct access to the notifications database.
Should there be a link between the notification and the PRF?	Preferably, but this depends on the system used.

Enquiries made during the course of this desk study confirmed that most West African ports do not currently apply any notification system for ship generated waste and/or cargo residues. It therefore seems appropriate to suggest the installation of a thorough, but not overly complicated and IT-demanding notification system.

It should, however, be emphasized that even a detailed and well used notification system often does not provide proper incentives for the master or the ship owner to deliver its ship generated waste or cargo residues to a PRF, when it is not combined with other measures. It is therefore preferable to add the following requirements:

- Mandatory delivery of ship generated waste, taking into account remaining storage capacity on board of the vessel;
- Financial incentive (fee system), taking into account the “polluter pays” principle;
- A Port Waste Management Plan, which aligns practices related to ship generated waste and cargo residues in the port.

The **Port Reception Facilities module in GISIS** is an easy to use and efficient tool that can serve as an additional tool for enforcement agencies, PRF users and providers.

## 3.2 Waste delivered to a port, shipped as cargo

Since the **Basel Convention** does not apply to ships waste, it can only serve as a notification system for other incoming waste.

The level of success when monitoring and enforcing waste streams imported through ports, depends to a large extent on:

- The implementation of accurate administrative procedures in the countries involved, as required by the Convention;
- A consistent national or regional policy on the management of (hazardous) waste streams;
- Cooperation between and within the authorities involved (port/environment/maritime/customs etc.);
- The level of experience and expertise of enforcing and monitoring officers;

- Support by laboratories and availability of sampling equipment.

It is imperative that Parties to the Convention implement its procedures and requirements as soon as possible, since the Convention currently presents the best available system for tracking waste transports internationally.

## 3.3 Additional instruments for the monitoring of waste

The following systems could be used as supportive tools by enforcement agencies for the monitoring of ship generated waste and waste shipped as cargo:

- Interpol’s ship pollution prosecution database;
- REMPEC database on alerts and accidents in the Mediterranean Sea;
- MoU databases.

Any user can have access to the MoU databases on a “view only” basis. The databases cannot be used as notification systems, but can give an indication of a ship’s history, for example, whether it has polluted before, whether it was involved in any type of environmental crime and whether the captain/ship owner has been convicted before.

Interpol’s Ecomessage system, WCO’s Environet and RILO can be used to track or report dubious ships and/or waste transports. It does, however, depend on the designated authority and/or State whether and how effectively the systems are implemented.

Communication systems that allow the exchange of information (using the internet, e-mail and fax) between different competent authorities are valuable (for example, Ecomessage and Environet). It is at this point not known, however, how different African countries have adopted these procedures or to what degree they are familiar with it. It is advisable that such systems be used to track ships that have not discharged their waste and to monitor ships suspected of transporting illegal or dubious waste products. When a ship leaves a port without having discharged any waste, and there are reasons to believe that on-board storage capacity is limited, the next port of call should be alerted using these communication systems.

## References

Information sources on the size and types of European ports:

- Mr. Guido Van Meel  
Antwerp Municipal Port Authority  
Former Chairman Technical Committee  
Marine, European Sea Ports Organisation (ESPO)  
Secretary General of Euroshore
- ESPO Rapid Data Exchange System

Information sources on alert/notification systems:

- [http://ec.europa.eu/food/food/rapidalert/index\\_en.htm](http://ec.europa.eu/food/food/rapidalert/index_en.htm)
- [www.greenstar.co.uk](http://www.greenstar.co.uk)
- [www.defra.gov.uk](http://www.defra.gov.uk)
- European Maritime Safety Agency (EMSA) – [www.emsa.eu](http://www.emsa.eu)
- Belgium Federal Judicial Police
- [www.interpol.com](http://www.interpol.com)
- Port State Control Belgium – Captain Pierre Janssen
- Mr Rene Nijenhuis, OCHA
- <http://ochaonline.un.org>
- Guidelines for environmental emergencies
- Joint UNEP/OCHA Environment UNIT
- Environmental Emergencies: Learning from Multilateral Response to Disasters

- Joint UNEP/OCHA Environment UNIT
- Bruch, C. *Strengthening International Governance Systems to Respond to Environmental Emergencies. A Baseline Review of Instruments, Institutions, and Practice*, January 2009
- Mr Hui Fu, Technical Officer WCO
- <http://www.wcoomd.org>
- [www.parismou.org](http://www.parismou.org)
- Report UNEP on Early Warning Systems: State-of-Art Analysis and Future Directions
- Report of the WHO technical workshop 7- 9 December 2009
- Early warning surveillance and response in emergencies
- A framework for global outbreak alert and response (WHO/CDS/CSR/2000.2)
- [www.who.org](http://www.who.org)
- [www.basel.int](http://www.basel.int)
- [www.rempec.org](http://www.rempec.org)
- [www.imo.org](http://www.imo.org)
- Guide to Good Practice for PRF Providers and Users
- MEPC.1/Circ.671
- Port websites and websites of maritime and/or environmental administrations / Ministries
- Various Port Waste Management Plans

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4 November 2008

## **STANDARD FORMAT FOR THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES**

1 In some ports, for logistical reasons, the providers of port reception facilities may require advance notification from the ship of its intention to use the facilities. Further information on this requirement is provided in section 4 of the “Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities” adopted by resolution MEPC.83(44).

2 With a view to enhancing the smooth implementation and uniform application of this requirement, thus minimizing the risk of a ship incurring delay, the Marine Environment Protection Committee, at its fifty-eighth session (6 to 10 October 2008), approved the Advance Notification Form (ANF) in accordance with the Committee’s Action Plan on Tackling the Inadequacy of Port Reception Facilities (see document MEPC 58/23, paragraph 10.57), which is set out in the annex.

3 Member Governments and Parties to the MARPOL Convention are invited to bring this circular to the attention of all entities concerned and, in particular, the ship and port operators.

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## ANNEX

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM  
FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

**Notification of the Delivery of Waste to:** ..... (enter name of port or terminal)

*The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours*

*This form shall be retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB*

## DELIVERY FROM SHIPS (ANF)

## 1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:
1.2 IMO number:	1.6 Distinctive number or letters:
1.3 Gross tonnage:	1.7 Flag State:
1.4 Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

## 2. PORT AND VOYAGE PARTICULARS

2.1 Location/Terminal name and POC:	2.6 Last Port where waste was delivered:
2.2 Arrival Date and Time:	2.7 Date of Last Delivery:
2.3 Departure Date and Time:	2.8 Next Port of delivery (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

## 3. TYPE AND AMOUNT OF WASTE FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )	MARPOL Annex V – Garbage	Quantity (m <sup>3</sup> )
Oily bilge water		Plastic	
Oily residues (sludge)		Floating dunnage, lining, or packing material	
Oily tank washings		Ground-down paper products, rags, glass, metal, bottles, crockery etc.	
Dirty ballast water		Cargo residues <sup>2</sup> , paper products, rags, glass, metal, bottles, crockery, etc.	
Scale and sludge from tank cleaning		Food waste	
Other (please specify)		Incinerator ash	
<b>MARPOL Annex II – NLS</b>	<b>Quantity (m<sup>3</sup>)/Name<sup>1</sup></b>	Other wastes (specify)	
Category X substance		<b>MARPOL Annex VI – Air pollution</b>	<b>Quantity (m<sup>3</sup>)</b>
Category Y substance		Ozone-depleting substances and equipment containing such substances	
Category Z substance		Exhaust gas-cleaning residues	
OS – other substances			
<b>MARPOL Annex IV – Sewage</b>	<b>Quantity (m<sup>3</sup>)</b>		

<sup>1</sup> Indicate the proper shipping name of the NLS involved.

<sup>2</sup> Indicate the proper shipping name of the dry cargo.

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Name of ship:	IMO Number:
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Please state below the approximate amount of waste and residues remaining on board and the percentage of maximum storage capacity. If delivering all waste on board at this port please strike through this table and tick the box below. If delivering some or no waste, please complete all columns.

I confirm that I am delivering all the waste held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity m <sup>3</sup>	Amount of waste retained on board m <sup>3</sup>	Port at which remaining waste will be delivered (if known)	Estimate amount of waste to be generated between notification and next port of call m <sup>3</sup>
<b>MARPOL Annex I – Oil</b>				
Oily bilge water				
Oily residues (sludges)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				
<b>MARPOL Annex II – NLS<sup>1</sup></b>				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
<b>MARPOL Annex IV – Sewage</b>				
Sewage				
<b>MARPOL Annex V – Garbage</b>				
Plastic				
Floating dunnage, lining or packing material				
Ground paper products, rags, glass, metal, bottles, crockery				
Cargo residues <sup>2</sup> , paper products, rags, glass, metal bottles, crockery				
Food waste				
Incinerator ash				
Other wastes (specify)				

Date: ..... Name and Position: .....

Time: ..... Signature: .....

\_\_\_\_\_

<sup>1</sup> Indicate the proper shipping name of the NLS involved.

<sup>2</sup> Indicate the proper shipping name of the dry cargo.



# Annex II

## Member States Paris MoU

- Belgium
- Bulgaria
- Canada
- Croatia
- Cyprus
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Iceland
- Ireland
- Italy
- Latvia
- Lithuania
- Malta
- Netherlands
- Norway
- Poland
- Portugal
- Romania
- Russian Federation
- Slovenia
- Spain
- Sweden
- United Kingdom





