

**SPECIAL WASTE REGULATIONS 1996  
SPECIAL WASTE ADVISORY NOTE**

**LANDED SHIPS' WASTE**

**Ref: SWAN/8**

**Background**

In the case of special waste generated on board a ship or transferred from one ship<sup>1</sup> (e.g. an oil rig or platform) to another for landing, the Special Waste Regulations 1996 apply from the point where the waste is unloaded at the harbour. In all cases, the removal from a ship of waste at harbour does not require pre-notification but consignment notes (**no fee**, 'SC') must still be prepared.

Examples include waste from the servicing of vessels at port, the transferral of sullage from a vessel, via a pipeline or barge to an onshore facility. This note does not cover harbour dredgings and general flotsam and jetsam collected from beaches and the water unless they are collected by a dredging vessel. Northern Ireland or island to island/mainland transfers are not covered here (see SWAN/12).

**Preparation of Consignment Notes**

The master of the ship that is landing the waste should complete Parts A (consignment details including producer), B (waste description) and D (consignor's certificate) of the consignment note. In the case of waste originating from another ship the original producer (e.g. rig operator) or their shore agent can do this provided the ships' master verifies in Part D that they have received the waste for landing, thus:

<b>D CONSIGNOR'S CERTIFICATE</b>	
"I certify that I received this waste on _____ at _____ hrs. The quantity received is _____.	
The waste was landed at _____ on _____.	
Name (Master of Ship)	On behalf of (company)
Signature	Date

The master of the ship should ensure the carrier completes Part C for waste that is to be removed from the ship (e.g. to containers within the harbour) for conveyance beyond the harbour. In the case of waste removed in a harbour to a reception facility or by pipeline to such facilities outside the harbour, there will be no carrier and the procedure is varied in accordance with Regulation 9: The operator of the facility completes Part C and retains its' (pink, consignee) copy. This includes any spillages on shore from unloading operations. In all cases the ships' master should retain their (green, consignor) copy.

Under Regulation 6(1)(d) **no pre-notification** is necessary and under Regulation 14(2)(c) **no fees** are payable for the removal of ships' waste. This only includes the first movement. Onward movements beyond a reception facility or other conveyance point outside the harbour must be pre-notified unless covered by Regulation 6(1), for example 'intra' group movements where the consignor is also the consignee throughout the transfer (see SWAN/9). The onward movement will **not be free** unless it is covered by Regulation 14(2) for instance part of an extended carrier's round.

If the waste is transferred from more than one vehicle or mode of transport before its final destination, a fresh set of consignment notes is required for each transfer.

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**Notes**

<sup>1</sup> 'Ship' is defined in Regulation 1 as a vessel of any type in the marine environment