SHIP WASTE AND CARGO RESIDUES RECEPTION AND MANAGEMENT PLAN APPLYING TO ALL SHIPS CALLING AT THE PORT OF THESSALONIKI

REVISION

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ThPA SA Environment, Health & Safety Unit

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Abbreviations

EWC	European Waste Catalogue
EWR	Electronic Waste Registry
WEEE	Electrical and Electronic Equipment Waste
RAfP	Regulatory Authority for Ports
MGP	Managing Body of the Port
PO	Port Organization
PA	Port Authority
EMS	Environmental Management System
EMAS	Eco-Management and Audit Scheme
IMO	International Maritime Organization
WLO	Waste Lubricating Oils

1 INTRODUCTION

1.1 General

The marine environment is of paramount importance for Greece. Shipping, tourism and trade are interconnected and strong fields of activity with a high involvement across the country. The Greek ports are called on to serve these fields through the transportation of people and goods.

In this context, the protection of the marine and broader environment from ship-generated waste and cargo residues is a crucial factor while the managing bodies of ports are called to elaborate ship-generated waste reception and management plans based on the Greek, European and international legislation.

Based on the requirements of the European and international legislation on ship-generated waste and cargo residues management, all MBGs are required to elaborate and apply a **Ship-Generated Management Plan** pursuant to the JMD 8111.1/41/09/2009, Article 5.

1.2 Definitions

Based on the **JMD 8111.1/41/09**(GG 412/B/06-03-2009), Article 2, the following definitions are set out[1]:

1. "ship":

shall mean a vessel of any type whatsoever operating in the marine environment and shall include hydrofoil boats, air-cushion vehicles, submersibles and floating craft.

2. "Marpol 73/78":

Shall mean the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, in its up-to-date version

3. "ship-generated waste":

Shall mean 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;

4. "Cargo residues":

shall mean the remnants of any cargo material on board which remain on the deck or in holds or in cargo tanks following loading and unloading, and cleaning including loading and unloading excess or spillage.

5. "Port reception facility":

Shall mean any facility, which is fixed, floating or mobile and capable of receiving ship-generated waste or cargo residues.

6. "Fishing vessel":

Shall mean any ship equipped or used commercially for catching fish or other living resources from the sea.

[1]It is important to note that according to the new (EU) Directive 2019/883 (see Chapter 3) the definitions were renewed and enriched. Nevertheless, given that the Directive has not yet been incorporated into the Greek legislation, the definitions set out in the applicable JMD (JMD 8111.1/41/09/2009) apply.

7. “Recreational craft”

A ship of any type, regardless of the means of propulsion, intended for sports or leisure purposes.

8. "port":

shall mean a place or a geographical area made up of such improvement works and equipment as to permit, principally, the reception of ships, including fishing vessels and recreational craft.

9. “Ports Managing Bodies”:

Any Body managing the ports in its area of responsibility (e.g. Port Organizations S.A., Port Funds, Prefectural Port Funds, Municipal Port Funds, Local Authorities, Hellenic Tourist Property SA, Private Businesses). This term includes all kinds of businesses owning private coastal facilities where vessels concerned by this decision sail. The small ports (e.g. fishing reserves, anchorages - shelters for any kind of tourist boat etc.) that do not have a managing body, for the purposes of this decision, will be subject to the closest managing body of their area which must necessarily be a local authority, Port Fund or a Municipal Port Fund or Port Organization.

10. “waste reception and management contractor”:

shall mean a natural or legal person who can be entrusted by the managing body, with the reception and management of waste and cargo residues generated from ships calling at his area of competence. To this end, the contractor must hold all permits required by law, according to the applicable provisions on waste,

11. “Maritime anchorage”:

Shall mean a geographically defined area close to a port, which is outside the competence area of the managing body, and is suitable for short-term or long-term mooring and refuelling.

12. “plan”:

Shall mean a Ship-Generated Waste Reception and Management Plan, which is elaborated and applies for each port.

1.3 Ship-Generated Waste Reception and Management Plans

1.3.1 Elaboration of ship-generated waste reception and management plans

Based on Article 5 of the JMD No. 8111.1/41/09, on the elaboration of ship-generated waste reception and management plans, the following apply:

- ✓ The **elaboration** and **implementation** of the **plan** describing all waste management and reception phases including a) reception, b) collection, c) carriage, d) temporary storage, e) treatment (possibly), and f) Final disposal of generated waste to the port, in conformity with the relevant customs procedure, as defined.
- ✓ The plan is elaborated under the **responsibility of the MBP.**
- ✓ The plan is submitted to the **General Secretariat of Ports, Port Policy and Maritime Investments** of the Ministry of Shipping and Island Policy in three (03) copies.
- ✓ In case it is incomplete (based on legal requirements), the MBD will be notified within 20 days from the reception date. In such case, the body will submit a new plan.
- ✓ If the plan is complete, one copy is sent to the competent Environment service of the Region concerned and one to the competent Decentralised Administration.
- ✓ Within one month from the plan reception, the services forward their opinion to the General Secretariat of Ports, Port Policy and Maritime Investments (if no opinion is given within this timeframe, the opinion is considered to be positive).
- ✓ The **plan's approval** is made by decision of the Minister of Shipping and Island Policy.
- ✓ The **plan's validity** is set for a specific period (set in the approval decision) and **shall not exceed three years.**
- ✓ The plans are **re-submitted** by the managing body of the port in cases of **changes** in their operation.
    - Changes in waste reception and management contractors
    - Changes in the waste reception and management procedure
    - Changes altering significantly the port's size-character-operation.
- ✓ The **monitoring of the plan implementation** is made by the General Secretariat of Ports and Port Policy in cooperation with the Regional Administration of Coast Guard concerned, the Port Authority and competent Divisions.
- ✓ The MBP shall submit an **annual report for the port facility** to the Ministry of Shipping and Island Policy. The report includes:
    - The number of ships that called at the port,
    - The number of ships that delivered waste and cargo residues,
    - The quantities of waste and cargo residues per EWC Code, received by the ships.
    - Also, it will include information about any problems that emerged during the plan implementation and the way they were addressed.
- ✓ These management and reception plans form an integral part of the port operation regulation.
- ✓ Moreover, the MBP submits to the Electronic Waste Registry (EWR) the data of waste it handles on a yearly basis.

1.3.2 Plan Requirements

According to Annex 1 of the JMD 8111.1/41/09/2009, the plans shall cover all types of ship-generated waste and cargo residues originating from ships calling at the port and shall be elaborated taking into account the size of the port and the types of ships calling at that port. Additional data that must be

addressed in the plans are:

- An assessment of the need for port reception facilities, based on the need of the ships usually calling at the port
- A description of the type and capacity of port reception facilities
- A detailed description of the procedures for the reception and collection (and possibly intermediate storage, separation/treatment and final legal disposal) of ship-generated waste and cargo residues
- Description of the charging system
- Procedures for reporting alleged inadequacies of port reception facilities
- Procedures for ongoing consultations with port users, waste contractors, terminal operators
- Type and quantities of ship-generated waste and cargo residues received and handled

Data that need to be included in the plans are:

- An overview of relevant legislation and formalities on delivery
- Identification of a person or persons to be responsible for the implementation of the plan
- A description of the pre-treatment equipment and processes in the port, if any
- A description of methods of recording the actual use of the port reception facilities
- A description of methods of recording amounts of ship-generated waste and cargo residues received, and
- A description of how the ship-generated waste and cargo residues are disposed of.

Also, the procedures of reception, collection, storage, treatment and disposal should conform in all respects to an environmental management scheme suitable for the progressive reduction of the environmental impact of these activities.

Finally, information to be made available to all port users:

- A brief reference to fundamental importance of proper delivery of ship-generated waste and cargo residues
- Location of port reception facilities applicable to each berth with diagram/map
- List of ship-generated waste and cargo residues normally delivered to the port allowing the handling of all types of waste and cargo residues.
- List of contact points, the operators and the services offered
- Description of delivery procedures
- Description of the charging system
- Procedures for reporting alleged inadequacies of port reception facilities.

1.4 Plan scope

The plan applies to all ships, including fishing vessels and recreational boats, irrespective of the flag they fly, which call or operate at the Port of Thessaloniki (area of competence of ThPA SA), except from the war ships or auxiliary vessels or other vessels that belong to or are operated by the state and are used exclusively for a governmental non-commercial service.

It is noted that the following coastal facilities located in the land port zone of ThPA SA fall under the competence of ThPA SA port facilities and within the scope of this plan.

- NORTH AEGEAN SLOPS (storage of liquid oily waste)
- INTERCHIM SA (Storage of liquid caustic soda)

- ATLANTIS SA (Storage of liquid asphalt)
- ELPE SA (Storage of liquid caustic soda)

This ship-generated waste reception and management plan forms an integral part of the Rules of Procedure of the above companies and will comply on an ongoing basis with the applicable environmental legislation. The plan will be re-submitted for approval every time any of the following changes in the operation of the port authorities in question occur:

- Change in the ship-generated waste and cargo residues reception and management contractors.
- Change in the ship-generated waste and cargo residues reception and management procedure.
- Changes altering significantly the port's size-character-operation.

1.5 Ship general obligations

The ships calling at the Port of Thessaloniki, via their master/captain, shall:

- Deliver, in agreement with the Port Authority concerned (Central Coastguard of Thessaloniki) and ThPA SA all the waste before departure unless the circumstances defined in Art. 7 of the JMD 8111.1/41/09 occur.
- Ensure the delivery, in agreement with the Port Authority concerned and ThPA SA, of the cargo residues to port reception facilities, in conformity with the Convention MARPOL 73/78 (Law. Law 1269/ 1982 (GG 89 A') as in force.
- Pay (themselves or their representatives) the legal fees to the competent body and receive a receipt of payment.
- In case of waste delivery, they receive a delivery receipt on the basis of the form of Annex XIII herein, which is filed according to the applicable provisions.
- Request, under Article 9 of the JMD 8111.1/41/09, and provided that the ship falls under any of the categories defined in Article 9, par. 2 thereof, to ThPA SA, to exempt the ship from specific or all the obligations flowing from Article 6, Article 7, par. 1 and Article 8 of the JMD 8111.1/41/09. It is noted that if the waste arrangement/delivery port is Greek, it must have an approved waste reception and management plan.
- The masters of all ships (except from the fishing vessels, the recreational craft with a license to carry up to twelve passengers, and those exempted according to Article 9 of the JMD 8111.1/41/09) calling at the port facilities of ThPA SA and regardless if they intend to use the available port reception facilities, fill in the form of Annex IX herein and notify it to the recipients according to the procedure defined in Article 6 of the JMD 8111.1/41/09. They will receive from the Port Authority a certified copy of the form they submitted, which is kept on board at least until they reach the next port of call and will be made available to the authorities, if requested.
- The masters/captains of the fishing vessels and recreational craft certified to carry up to twelve (12) passengers shall submit before the approval of departure by the Port Authority, a solemn declaration regarding compliance with the requirements of the JMS 8111.1/41/09. A template of the solemn declaration in Greek and in English is set out in Annex 21 herein. Copies of the solemn declarations will be granted by the Port Authorities to the interested parties to fill them in. Together with the solemn declaration, the masters/captains of the above ships will submit copies of the receipts of the most recent waste-sewage deliveries, while upon every waste delivery, the master/captain will make a relevant entry in the ship logbook.

1.6 General Obligations of ThPA SA

The obligations of ThPA SA, as an operator of the Port of Thessaloniki, is set mainly by the provisions of the JMD 8111.1/41/09 and is summarized as follows:

- To ensure the availability of waste and cargo residues reception port facility that can satisfy the needs of the ships that usually call at the Port of Thessaloniki without causing undue delay to ships. The reception port facilities may be permanent, mobile, land-based or floating. The availability of reception port facilities can be ensured directly by the managing body or through the designation of waste reception and management contractors. In any case, the waste loading and management works must be performed based on the applicable environmental and customs provisions without causing undue delay to the ships, while all the equipment and means that will be used shall meet the applicable specifications and be equipped with the necessary licenses based on the applicable provisions.
- Conductance, if and when necessary, of the necessary studies to obtain on behalf of ThPA SA an Approval of the Environmental Terms and, if needed, the necessary waste licenses (hazardous and non-hazardous) based on the applicable provisions on waste.
- Adoption of a charging system based on the requirements of Article 8 of the JMD 8111.1/41/09. The charging system shall encourage ships to deliver their waste to the available facilities instead of discharging them into the sea.
- Granting exemptions to ships according to the process laid down in Article 9 of the JMD 8111.1/41/09. Information of the General Secretariat of Port and Port Policy Fund/IAS, according to the template of Annex XIV herein, in January of every year, unless if otherwise requested by the General Secretariat of Port and Port Policy Fund/IAS, about the exemptions granted during the previous year. It is stressed that in order for a ship to obtain an exemption from a Greek port in order to deliver its waste to another Greek port, the port in question must have an approved waste reception and management plan.
- Imposition of reduced charges, pursuant to Article 8, par. 3(C) of the JMD 8111.1/41/09 if the master of ship demonstrates to ThPA SA that his ship produces reduced waste quantities, based on a certificate of the engineer of the Local Merchant Vessel Inspection Team of the Competent Authority. These ships details shall be sent to the General Secretariat of Port and Port Policy Fund/IAS in January of every year.
- Adoption of measures in cooperation with the Shipping Agents for the proper information of the masters, chief engineers, competent ship officers and all interested parties about their obligations and their fulfilment.
- Information to the port facility users about the available waste reception and management facilities and the charging system applied.
- On-going consultation with the port users, the waste reception and management contractors and other interested parties to ensure continuous improvement of services provided.
- Collection, examination and safekeeping for three (3) years of the documents submitted by the masters of the liable ships under the scope of Article 6 of the JMD 8111.1/41/09. The data contained in these documents and those related to the waste quantities, per EWC code received by the ships and the procedure/site of their final legal disposal must be entered on an appropriate e-database in cooperation with the waste reception and management contractors and to be made available to the Authorities, when requested.
- Ensure simple procedures and formalities in order to motivate the ship masters to use the available

port reception facilities.

- Ensure strict implementation of the approved waste reception and management plan and the waste delivery - management - disposal in compliance with the applicable national and community legislation. The inform directly the competent Port Authority and the Ministry of Shipping and Island Policy/IAS in case of a dysfunction or an irregularity.
- Acceptance of any complaint about deficiencies in the port reception facilities and transmission of the complaints to the Ministry of Shipping and Island policy/IAS, pursuant to Article 12, par. 1 (f) of the JMD 8111.1/41/09. The Circular of the Ministry of Merchant Navy No. 8111.1/214/07/30-10-2007 is also relevant.
- Payment of compensation due to unjustified delay in the waste reception or delivery at the responsibility of ThPA SA, pursuant to Art. 12, par. 1 (f) of the JMD 8111.1/41/09.
- Submission of an annual progress report by the end of February on the progress of the port facility pursuant to Article 5, par. 5 of the JMD 8111.1/41/09.
- Collection, in cooperation with the waste reception and management contractors of copies of certificates of hazardous waste identification forms and delivery, reception and disposal of non-hazardous waste.
- Submission of a copy of the approved waste and cargo residues reception and management plan, immediately after its approval, to the competent Port Authority.
- Within the framework of the completion and update of the data recorded on the GISIS information system of the International Maritime Organization about the available waste reception facilities, they complete and send to the Ministry of Shipping and Island Policy/IAS updated tables after every change in the data recorded.
- Ensure that the JMD 8111.1/41/09 also applies to the maritime anchorage.

1.7 General Obligations of the Contractor

NORTH AEGEAN SLOPS is in charge of providing reception, transport, intermediate treatment, storage and delivery for final waste disposal/recovery, based on this plan, the applicable environmental and customs provisions and without causing undue delays to ships. The contractor's obligations include:

- Strict implementation of the ship-generated waste and cargo residues reception and management plan and fulfilment of his contractual obligations toward ThPA SA.
- Extension of his contractual obligations across the anchorage.
- Ensure that all licenses - approvals required for the performance of the ship-generated and cargo residues reception and management works are valid and that their terms are respected.
- Strict compliance with the environmental and customs provisions and port operation regulations, based on the applicable legislation.
- Granting to the ships, in cooperation with ThPA SA, when required, a written form for acknowledgment of waste - cargo residues reception (see Annex 19 herein). This form of acknowledgment serves as proof of the waste-cargo residues reception from the ship. The forms of acknowledgment granted to the ships shall be in line with the above form.
- Recording on a suitable electronic database, in cooperation with ThPA SA, when required, the data of the form of Annex II of the JMD 8111.1/41/09 communicated by the ships and the information about waste quantities, per EWC, received from the ships and the procedure/ste of ther final legal disposal.

1.8 Monitoring plan implementation

The plan implementation will be monitored by the General Secretariat of Ports, Port Policy & Maritime Investments of the Ministry of Finance, Infrastructure, Shipping and Tourism, in cooperation with the Regional Administration of the Hellenic Coast Guard and the Port Authority concerned, and by the competent Divisions of the Decentralised Administration of Macedonia-Thrace (Environment & Spatial Planning Division of Central Macedonia, Environmental and Spatial Planning Department) and the Central Macedonia Region (Environment & Spatial Planning Division of Central Macedonia, Environment and Hydro economy Department of the Metropolitan Unit of Thessaloniki

2 PORT INFORMATION

2.1 Port Basic Information

2.1.1 Operator Description

The Societe Anonyme "Thessaloniki Port Authority" (THPA SA) was established in 1999 (Law 2688/99, GG 40A'/01-03-1999) with a view to managing and operating the Port of Thessaloniki. On 27 June 2001, the Hellenic State conceded for a period of 40 years to ThPA SA, the exclusive right to use and operate lands, buildings and facilities of the land port area of the Port of Thessaloniki which are owned by the Hellenic State. In 2009 (GG 1643B'/7-8-2009) the concession period was extended for 10 more years until 2051.

In 2017, an international tender procedure for an investment scheme led to the selection of the Joint Venture GmbH-Terminal Link SAS-Belterra Investments Ltd, which was conceded 67% of ThPA SA shares at the price of €231.926.000. On February 2, 2018, the Concession Agreement was signed between the Hellenic State and THPA SA ratified by Law 4522/2018 (GG 39 / A/07-03-2018) in force.

2.1.2 Region and geographic characteristics

It is located in the innermost part and north-western coast of Thermaic Gulf, to the west of the centre of Thessaloniki at latitude 40° 38' B and longitude 22° 56' A. The port facility occupy a total area of 1.5 mm sq.m. and spread across a length of 3500m. It constitutes the fenced area of the Port and consists of land that was integrated into the Port zone through administrative acts, and land occupied by technical port projects, other infrastructure projects, sites and premises that are indispensable for the provision of the port work within the meaning of the L.D. 444/70.

The facilities include 6 piers spreading on a 6200 meter-long quay and a sea depth down to 12 meters, with open and indoors storage areas spreading on a total of 600,000 square meters, suitable for servicing all types of cargo as well as passenger traffic. The call of the ships is accomplished through a natural channel of substantial depth. The major infrastructure of Thessaloniki port includes installations for the carriage of liquid fuel and the connection with the cross-border liquid fuel pipeline.

Due to the temperate climate, the well protected from weather conditions access, the existence of a 1000m-long wave breaker protecting the port against the southern winds, the almost null tide (max. height 0.7m) and the port's secure installations, the loading and unloading of cargoes as well as the embarkation/ disembarkation of passengers on the ships are taking place unhindered, throughout the year.

Part of the Port is the Free Zone (control type I: fencing, customs' supervision and cargo inspection on the points of entrance – exit, inspection of persons and vehicles) of the port of Thessaloniki, which has been operating since 1995 in accordance with the Community Customs Code. All the port quays have double or triple rail-lines and are linked to the National and International railroad network.

2.1.3 Importance of the Port

Thessaloniki Port is the second largest port in the country. Its mission is to expand its markets share and become one of the major ports in the Balkans and the broader area.

Thessaloniki Port belongs geographically to the Regional Unit of Thessaloniki of the Region of Central Macedonia. It is the major Port of the Region and one of the most important ones in Greece and South-Eastern Europe as it has been designated as a "Port of International Interest" in the port system of the

country (M.D. No. 8315.2/02/07, GG 202B/16-2-2007) and is one of the five Greek ports that are part of the Core Network of the Trans-European Transport Network. Due to its advantageous geographical location and its excellent road links and train connections, it is the largest transit-trade port in the country and services the needs of approximately 15 million inhabitants of its international mainland.

The Port of Thessaloniki belongs to the Trans-European Core Transport Networks. It holds a strategic position both in the network of maritime transports of the Balkans and the Black Sea and to the Trans-European and national land-based transport network.

2.1.4 Port Type

The Port of Thessaloniki is characterized as:

- A Cruise Terminal
- A Bulk Cargo Terminal
- A General Cargo Terminal
- A Container Terminal
- A Passenger Terminal (Coastal Shipping)

2.1.5 Representation of infrastructure positions

ThPA SA through the contractor company North Aegean Slops, has sufficient infrastructure for waste management and collection. Its operations take place in a section of Pier 3 consisting of two floating facilities for the reception, storage and separation of oily waste and in the area near Quay 28, where there is a liquid oily waste storage facility with the possibility of transfusion/transhipping by land (road tanker) and by sea (vessel). Also, the contractor has land-based reception means and equipment, such as tankers, trucks, different types of containers.

2.2 Provided Services

2.2.1 Introduction

The following chapters present the activities and facilities of the Port of Thessaloniki.

2.2.2 Services provided - port activities & port facilities

Port activities

The main activities of ThPA SA is the provision of docking, loading and unloading, handling and storage of cargo, provision of auxiliary services (water and power supply, phone connection, waste and residue collection), the handling of passenger traffic (coastal and cruise ship navigation), the installation, organisation and exploitation of any kind of port infrastructure and the exploitation of spaces for cultural and other uses (such as parking area).

Also, the following services are provided by other bodies:

- Firefighting services
- Navigation (VHF 12 channel, Range 16-24 km)
- Mooring

Also, the following services are provided by private companies:

- Towing
- Vessel Supplying

Categories of cargo

The basic categories of cargo handled through the port are:

- General Cargo (iron and steel products etc.) (General cargo)
- Goods of any kind packaged in 20 and 40 ft containers (loaded and empty) (containerized cargo)
- Goods in bulk form, liquid (petroleum products etc.), or solid dry bulk cargo (minerals and scrap, carbon, agricultural products etc.) (dry/liquid bulk cargo)
- Goods transferred by conventional trucks or containers in ferries (Ro-Ro)

Port infrastructure

The Port of Thessaloniki has six (6) piers, including:

- Roll-on/Roll-off berths
- Conventional berths, and
- Container Terminal

Mechanical Equipment

The Port of Thessaloniki has electric cranes in all of its Piers and gantry cranes in Pier 6. Except from the cranes, there are also other means for loading/unloading cargo such as the mobile harbour cranes, forklifts, loaders, tugboats, straddle carriers, garbage truck etc.

2.2.3 Passenger Terminal

The Passenger Terminal of the port of Thessaloniki is located between Piers 1 and 2 (Quays 4-8) and comprises the listed building of the Passenger Terminal, Warehouse No 8 and the terrestrial area at the base of Pier No. 2. Its quay has a total length of 400m in Quays No 4, No 8 and depth up to 8 m. It serves the passenger ships and Ro Ro ships being moored in Quay No 8 and the cruise-ships being moored in Quays No 4 and No 7. Also, it offers sufficient room and depth for the manoeuvres of the passenger ships.

2.2.3.1 Coastal Shipping

In the past, the Port of Thessaloniki used to serve shipping links with the Eastern Aegean islands, Sporades, Cyclades and Crete. This was a secondary activity, which, however, served the communication needs of the islands with Northern Greece. The frequency of shipping links in the past was generally low and most of the lines served were state-subsidized non-profit ones. Passenger traffic, in terms of both volume and revenue for the port was small. In the last years, coastal shipping is limited to the summer months with specific routes.

2.2.3.2 Cruises

Cruise ship service is a priority activity for the port. The number of cruise passengers was subjected to fluctuations in the course of the last 10 years while the demand in this category peaked in 2008, when the number of cruise passengers that visited the port amounted to 47.880. Since then, the cruise traffic has been in decline without excluding the possibility of a recovery of this activity in the future.

2.2.3.3 Commercial Port

CONTAINER TERMINAL

The Container Terminal covers the western part of Pier 6 (Quay No 26). It is 585-m long, 340-m wide and 120m deep. It lies in a surface area of 254,000 m2 and has an on-site storage capacity of about

5,000 TEUs in ground slots. It is linked with a double track railway to the national railway network.

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It is accommodated in an area extending on approximately 1,000,000 m2 with quay length of 4,000m and depth up to 12m. It is accommodated in the largest part of the Port of Thessaloniki covering Piers No. 3, 4, 5 and the eastern part of Pier No 6 (Quay 24). It serves bulk solid and liquid cargoes and cargoes with Ro-Ro traffic. It is easily accessible as all berthing places are connected to the railway network.

2.2.4 Third Company Infrastructure

2.2.4.1 NORTH AEGEAN SLOPS coastal infrastructure

The scope of this plan also includes the operation of the coastal facility of NORTH AEGEAN SLOPS, consisting of four identical horizontal cylindrical oily waste storage tanks, located in the western side of the base of Pier 6 of Thessaloniki Port, with a total capacity of 1440 m^3.

The operation of the facility is governed, inter alia, by the Decision no. 195175/7.1.2011 on Approval of Environmental Terms and Conditions issued by the Ministry of Environment and Energy its amendment with ref. no. 170059/10.01.2014 (Annex 8 herein), and the Operation License with ref. num. Φ.14.2.27496/3/3585/12/24.7.2012 issued by the Region of Central Macedonia.

The facility offers loading/unloading services to ships of up to ~5000dwt, as well as road tankers (loading/unloading by land). The facility is exclusively used for liquid oily waste, whose flash-point depends on their composition. Most of them have a flash-point of over 110 ^{0}C. The mean unloading throughput is 200 m^3/h, while the mean loading throughput is 120 m^3/h.

The tanks may be used to store ship-generated and other oily waste with the following codes of the European Waste Catalogue:

- 16 07 08* wastes containing oil
- 13 05 07* oily water from oil/water separators
- 13 05 08* mixtures of wastes from grit chambers and oil/water separators generated from a floating separators and other sources.

2.2.4.2 INTERCHIM Coastal installation

The Coastal Installation of INTERCHIM SA comprises two cylindrical tanks for storing sodium hydroxide aqueous solutions (50%) (caustic soda) and is located in the terrestrial port zone, at the height of Pier 4.

The operation of the facility is governed, inter alia, by the Decision no. 171836/10.01.2014 on Approval of Environmental Terms and Conditions issued by the Ministry of Environment and Energy (Annex 11 herein) and the Operation License with ref. no. Φ.14.2.28188/2/14049/11.07.2014 issued by the Region of Central Macedonia.

Given that this product is neither flammable nor toxic, is classified under “Category I Chemical Liquids” according to Article 3 of the General Port Regulation. 18. It is also classified under Category “C” according to Annex II of International Convention MARPOL. The UN code of the product according to the IMO I.M.D.G. International Code is 1824, Class 8. According to Annex II of MARPOL 73/78, the caustic soda is classified under Category Y - Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and

therefore justify a limitation on the quality and quantity of the discharge into the marine environment. The storage capacity of the facility is 5.661,00 tn of caustic soda (tank volume is 3.700,00 m^3, with product density 1.53) while the maximum hourly throughput is 100 m^3/h.

The filling of tanks is made by tankers using the existing pipe system that was conceded. The ship call frequency for filling the tanks is once a month. The product is delivered from the ship to the tanks using a flexible pipe connecting the ship with the existing underground pipeline directing the product to the tanks. Upon its reception, the product is loaded from the tanks to tankers to be driven either to the INTERCHIM SA facilities, in Ionia, Thessaloniki or directly to the consumer.

The mean monthly quantity of handled cargo is close to 2.000 tn, while the maximum handled cargo in the cases of unloading is estimated at 5.000 tn. The largest ships calling for unloading to tanks are 120 m long and have 3.500 GT and DW 5.200.

2.2.4.3 ATLANTIS Coastal facility

The scope of this plan includes the operation of the coastal facility of ATLANTIS SA, which comprises two overground tanks for the storage of liquid asphalt of a total volume of 5100 m3 (=2x2550 m^3) located at the western side of the base of Pier 6.

The operation of the facility is governed, inter alia, by the Decision no. 144914/25.09.2009 on Approval of Environmental Terms and Conditions issued by the Ministry of Environment and Energy (Annex 10 herein) and the Operation License with ref. no. Φ.14.2.25996/6/4762/31.07.2013 issued by the Region of Central Macedonia.

The facility comprises two overground metallic cylindrical tanks, with a diameter of 18m each, a two-floor prefabricated office building, a machinery house, road tank asphalt fillers and a safety basin around the tanks.

The facility serves as an asphalt intermediate transhipping station (temporary storage), which is served by sea by special asphalt carrying ships of up to ~3400 dwt. The handling by land is done using tankers.

Road access to the facility area is possible via the roads (western entrance to the Port) surrounding it.

2.2.4.4 HELLENIC PETROLEUM Coastal facility

The scope of this plan includes the operation of the coastal facility of HELLENIC PETROLEUM SA, which comprises a cylindrical tank for the storage of caustic soda and is located at the land port zone, close to Pier 4.

The environmental operation of the facility falls under the Decision on Approval of Environmental Terms 20397821.12.2012 issued by the Ministry of Environment and Energy on the operation of the Port of Thessaloniki and the document with ref. no. 170771/06/05/2011 of the Ministry of Environment and Energy. The location of the ships service in the facility is in Quay 19.

Caustic soda is the aqueous Sodium hydroxide (NaOH) solution 50& w/w. Based on Article 3 of the Port General Regulation 18, the caustic soda is classified under the liquid chemicals Category I, i.e. Non-flammable or toxic. Based on the IMDG Code and the ADR Agreement, it is classified under No UN 1824. According to Annex II of MARPOL 73/78, the caustic soda is classified under Category Y - Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the

discharge into the marine environment.

The storage capacity of the installation is 4200 MT. The maximum hourly throughput during the filling of the tank (tanker unloading) is 100 MT/hour and 70 MT/hour during the loading of a road tanker (from the tank).

The mean monthly quantity of handled cargo shall be 1000-1200 MT. The highest handled cargo quantity is set to 3800 MT during unloading of the tanker and to 24 MT during loading of the road tanker.

The ship call frequency of caustic soda unloading ships in the EL.PE. facility Is 1 ship/two months, while their mean size is 120m long and 3800 MT DW.

2.3 Port traffic data

Below is a presentation of data about the arrivals and the number of ships that arrived to the piers of ThPA SA per mooring in the years 2016-2019. The data source is the Department of Technologies Information & Communications of ThPA SA.

Table 1: Number of ships 2016-2017

Year	2017			2016		
Area	**Foreign**	**Domestic**	**Total**	**Foreign**	**Domestic**	**Total**
Container Terminal	521	3	524	440	0	440
Conventional Terminal	483	241	724	455	219	674
Passenger Terminal	8	160	168	24	124	148
TOTAL	**1012**	**404**	**1416**	**919**	**343**	**1262**

Table 2: Number of ships 2018-2019

Year	2019			2018		
Area	**Foreign**	**Domestic**	**Total**	**Foreign**	**Domestic**	**Total**
Container Terminal	462	1	463	492	0	492
Conventional Terminal	629	203	832	534	218	752
Passenger Terminal	11	41	52	7	153	160
TOTAL	**1102**	**245**	**1347**	**1033**	**371**	**1404**

Table 3: Ship GT 2016-2017

Year	2017			2016		
Area	**Foreign**	**Domestic**	**Total**	**Foreign**	**Domestic**	**Total**
Container Terminal	9,405,728	26.211	9,431,939	9,064,392	0	9,064,392
Conventional Terminal	3,301,650	278.278	3,579,928	3,273,696	194.794	3,468,490
Passenger Terminal	102.648	371.321	473.969	720.813	482.360	1,203,173
TOTAL THPA	**12,810,026**	**675.810**	**13,485,836**	**13,058,901**	**677.154**	**13,736,055**

Table 4: Ship GT 2018-2019

Year	2019			2018		
Area	**Foreign**	**Domestic**	**Total**	**Foreign**	**Domestic**	**Total**
Container Terminal	7,860,510	8.737	7,869,247	7,818,180	0	7,818,180
Conventional Terminal	4,827,431	202.809	5,030,240	3,399,151	222.618	3,621,769
Passenger Terminal	154.186	197.705	351.891	47.781	488.151	535.932
TOTAL THPA	**12,842,127**	**409.251**	**13,251,378**	**11,265,112**	**710.769**	**11,975,881**

Table 5: Throughput 2016 -2017

Year	2017	2016
Period	**January - December**	**January - December**
Cargo (tn) - ThPA Area		
Conventional cargo without Ro-Ro Vessels	3,569,045	3,312,527
RO-RO in a RO-RO	93.510	62.720
Containers in tn	3,213,461	2,734,983
Total	**6,876,016**	**6,110,230**
Containers		
Containers (TEUs)	401.947	344.316
Containers (in units)	273.856	230.404
Port traffic (TEUs)	401.473	344.277
Passengers	**50.373**	**69.508**

Table 6: Throughput 2018 – 2019

Year	2019	2018
Period	**January - December**	**January - December**
Cargo (tn) - ThPA Area		
Conventional cargo without Ro-Ro Vessels	4,469,034	3,755,102
RO-RO in a RO-RO	65.780	89.420
Containers in tn	3,728,290	3,453,696
Total	**8,263,104**	**7,298,218**
Containers		
Containers (TEUs)	448.765	424.500
Containers (in units)	300.397	289.407
Port traffic (TEUs)	448.567	424.138
Passengers	**6.273**	**44.484**

3 LEGISLATION OVERVIEW

3.1 International Legal Framework

In the 50's and 60's, the International Community founded International Institutes and Legal bodies to handle the increasing volumes of waste discharged into the coasts and open sea. Today, there is a large number of international and local institutes and bodies for the protection of the marine environment.

The first attempt at an international level to control marine pollution from oil was the International Convention for the Prevention of Pollution of the Sea by Oil, of 1954, known as **OILPOL 54**.

Despite the major amendments in 1962 and 1969, the OILPOL convention never managed to achieve its objectives which included the provision of ship-generated waste reception facilities. The International Convention OILPOL 54 required from the contracting states to take all necessary measures to improve the provision of sufficient reception facilities. Yet, the provision of reception facilities was left at the discretion of the Port Authority (Port State) and was not a precondition for compliance with the International Convention OILPOL 54. This was probably the main reason why the installation of ship-generated waste reception facilities under this Convention did not bear fruits.

The **International Convention for the prevention of pollution from ships was adopted in 1973** to minimize the voluntary pollution of the marine environment from oil and other substances and minimize the accidental discharge of such substances **thus replacing OILPOL 54.** This Contract was further **revised** by **Protocol 1978** and the two are **regarded as a joint body and are referred to as the International Convention (I.C) MARPOL 73/78".**

Today, the **International Convention MARPOL 73/78** is the main international legal framework for the prevention of ship-source pollution. The Convention covers both cases of pollution i.e. pollution from routine operations and accidental pollution. IMO adopted the Convention on 2 November 1978.

MARPOL 73/78 consists of 20 articles and 2 protocols describing the general framework of prevention of ship-source pollution and **six Annexes** describing the requirements and regulations for prevention of sea pollution from specific categories of waste[2].

Below follows a description of the basic content of the Annexes:

Table 7: MARPOL Annexes, waste types and entry into force dates

Annex of MARPOL 73/78	Waste types	Date of Entry into Force
I	Oil (oily waste)	2 October 1983
II.	Noxious Substances in bulk	06 April 1987
III.	Harmful substances carried in packaged form	01 July 1992
IV.	Sewage	27 September 2003
V	Garbage	31 December 1988
VI	Air pollution	19 May 2005

All the above Annexes of the I.C. MARPOL 73/79 (save Annex III) require the provision of sufficient reception facilities for every type of waste in order to meet the needs of the ships usually calling at the

[2] *Source:* http://www.imo.org/en/about/conventions/listofconventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-(marpol).aspx

port.

In summary, the requirements of the I.C. MARPOL 73/78, in relation to the ship-generated waste reception facilities are presented on the following table:

Table 8: Summary of requirements set by the I.C. MARPOL 73/79 concerning the Ship-generated waste Reception Facilities

Annex of MARPOL 73/78	Categories of waste	Reception facility requirement	Types of waste to be delivered
I	Oily waste	YES	It covers all types of waste from oil transport: Such as fuels, engine room residues, cargo residues (tank washings) and ballast.
II.	Noxious Substances in bulk	YES	Chemical residues generated from the carriage of chemicals in bulk, including residues and mixtures containing dangerous substances.
III.	Harmful substances carried in packaged form	NO	-
IV.	Sewage	YES	Sewage collected in tanks, and may be discharged at a distance of more than 12 nautical miles or in port reception facilities. Some treated sewage may be discharged at a distance of more than 4 (6) nautical miles or in port reception facilities.
V	Garbage	YES	Garbage includes the following categories of waste: Plastics, food wastes, domestic waste, edible oils, incinerator ashes, operational waste, animal carcasses, fishing gear, electric-electronic waste (CATEGORY I – E-WASTE), non HME cargo residues (not harmful to the marine environment) and HME cargo residues (harmful to the marine environment)
VI	Air pollution	YES	Reception facilities will be provided for: - Ozone depleting substances - Exhaust gas cleaning residues

Annex III regulations for the prevention of sea pollution by harmful substances carried in packaged forms do not require reception facilities. However, if the packaging is damaged and the content is split, reception facilities will be required as regulated by Annex V. It should be noted that these residues and broken packaging containing such residues would need adequate precautions to prevent pollution.

Also, for the proper implementation of the IC MARPOL 73/78, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) has published manuals and instructions about the ship-generated waste port reception Facilities (IMO Comprehensive Manual on Port Reception Facilities, IMO Consolidated Guidance for Port Reception Facilities Providers and Users) which are constantly updated. The Plan has been conducted based on the last revision of manuals and directives:

- MEPC 67/11 11-7-2014: Revision of the IMO Comprehensive Manual of Port Reception Facilities

- MEPC.1/ Circ.834 15 15-2014: Consolidated Guidance for Port Reception Facilities Providers and Users
- MEPC.1/Circ.834/Rev.1 1-3-2018: Consolidated Guidance for Port Reception Facilities Providers and Users (Revision)
- MEPC.295 MEPC.295/7-2017- -2017: 2017 Guidelines for the implementation of MARPOL ANNEX V
- MEPC.2/Circ.231-12-2017: Provisional categorization of liquid substances in accordance with MARPOL ANNEX II and the IBC code

Furthermore, the said Committee amends MARPOL 73/78 and its Annexes by issuing amendments. Additionally, in 1997, the IMO issued a protocol for the addition of Annex VI. Below, follow the main relevant amendments and the addition in chronological order:

- 1997 Protocol to amend the Maritime Pollution Convention (MARPOL 73/78): Annex VI
- MEPC.116(51) – 1 April 2004: Amendments to the Appendix to Annex V of MARPOL 73/78
- MEPC.117 MEPC.295/– 152004- -2017: Revised Annex I of MARPOL 73/78
- MEPC.176 MEPC.295/– 152004- -2017: Revised MARPOL Annex VI
- MEPC.193 MEPC.295/– 152004- -2017: Revised MARPOL Annex III
- MEPC.199 MEPC.295/- 152011- -2017: Guidelines for reception facilities under MARPOL Annex VI
- MEPC.201 MEPC.295/- 152011- -2017: Revised MARPOL Annex V
- MEPC.216(63),- 2March 2012: Regional arrangements for port reception facilities under MARPOL Annexes I, II, IV and V
- MEPC.217 (63) – 2 March 2012: Regional arrangements for port reception facilities under MARPOL Annex VI and Certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NO. Technical Code 2008
- MEPC.235(65)– 17May 2013: Amendments to Form A and Form B of Supplements to the IOPP Certificate under MARPOL Annex I
- MEPC.238(65) – 17 May 2013: Amendments to MARPOL Annexes I and II to make the RO Code mandatory
- MEPC.257(67)– 17October 2014: Amendment to MARPOL Annex III – Amendment to the appendix on criteria for the identification of harmful substances in packaged form
- MEPC.258(67)– 17October 2014: Amendments to MARPOL Annex VI – Amendments to regulations 2 and 13 and the Supplement to the IAPP Certificate
- MEPC.256(67) – 17 October 2014: Amendment to MARPOL Annex I – Amendment to regulation 43
- MEPC.277(70) – 28 October 2016: Amendments to MARPOL Annex V – HME substances and Form of Garbage Record Book
- MEPC.286(71) – 7 July 2017: Designation of the Baltic Sea and the North Sea Emission Control Areas for NOX Tier III control – Information to be included in the bunker delivery note

Finally, the international convention **SOLAS for Safety Of Life At Sea was adopted in 1974.** The SOLAS Convention comprises of 12 chapters and includes inter alia regulations on the carriage of cargo and dangerous goods and also regulations on safety and prevention of fire accidents and other factors.

In relation to ANNEX III of MARPOL, the SOLAS convention includes regulations on classification, packaging, signing, marking and labelling, documenting and stacking hazardous goods.

3.2 European Legal Framework

3.2.1 Directive 2019/883/EU

In the framework of MARPOL, the European Community published on 17 April 2019, the **New Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC.**

This Directive is based on the previous Directive 2000/59/EC and enters into force hundred days from its publication i.e. on July 27, 2019 obliging the Member States to adapt their national law (in the case of Greece e.g. the JMD 8111.1/41/09/2009 as amended and currently in force) and ensure the availability of sufficient ship-generated port reception facilities in the ports, to improve the relevant procedure, without causing delay to the ships.

In general, the new directive establishes the framework for the following important elements:

- Port reception facilities
- Waste management and reception programmes (draft)
- Advance waste notification
- Delivery of waste from ships
- Cost recovery systems
- Exemptions:
- Enforcement (it includes information about inspections, inspection commitments, an information system, monitoring and enforcement system, Reporting and exchange of information, Recording of Inspections, Training of Personnel and Penalties

It is important to mention that according to the new directive (EU) 2019/883, the definitions laid down in the unit 1.2 were renewed and enriched, yet the Directive has not yet been incorporated into the Greek legislation (due shortly). For the above reasons, the previous definitions (unit1.2) emerging from the applicable JMD **(JMD 8111.1/41/09/2009**) have been retained.

The changes in the content of the new Directive (2019/883/EC) compared to the former one (2000/59/EC) are summarized below:

- **Definitions - Changes** (2019/883 - Article 2)
- The information from the advance waste notification **shall be reported electronically in that part of the information, monitoring and enforcement system** referred to in Article 13 (2019/883), in accordance with Directives 2002/59/EC and 2010/65/EU. (2019/883 - Article 6)
- **Changes in the cost recovery systems** (2019/883 - Article 8)
- More **details** about the **exemptions** (2019/883– Article 9)
- Addition of articles 10 - 16, on enforcement, inspections and penalties
- Amendments to the 2010/65 - a very small text (2019/883 - Article 21)
- Repealing 2000/59 (Article 22)
- Review of the Directive - evaluation by 28/06/2026 (Article 23)
- Transposition into the national law by the 28/06/2026 (article 24)

As regards the annexes, the differences/additions are summarized as follows:

Annex 1 (REQUIREMENTS)

- Cost recovery system - vs charging system

- Contact points - vs plan implementation officers
- Methods for managing the different waste streams in the port vs description of the ways the ship-generated and cargo residues are disposed of.
- **It does not include:** Information available to all port users

Annex 2:

- The document changes: ADVANCE WASTE NOTIFICATION OF DELIVERY OF WASTE TO PORT RECEPTION FACILITIES
- Additions regarding the types of waste based on MARPOL and the ship particulars

Annex 3

- Format for the waste delivery receipt
- It did not exist in the previous directive

Annex 4

- Categories of costs and net revenues related to the operation and the administration of port reception facilities
- It did not exist in the previous directive

Annex 5

- Exemption certificate
- It did not exist in the previous directive

3.2.2 Directive 2010/65/EU

Directive 2010/65/EU on **reporting formalities** for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC. The Directive includes general requirements that must be met by the Member States on the information notified by the ships. These issues include the advance notification of waste from ships.

The amendment of 2019/883/EC concerns Annex A and includes the formal replacement of the title from "Notification of waste and residues" accompanied by the explanation "Article 6 of Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (EU L 332 of 28.12.2000, p. 81)" to the title "Notification of waste from ships, including residues" accompanied by the explanation "Articles 6, 7 and 9 of Directive (EU) 2019/883 of the European Parliament and the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (EU L 151 7.6.2019, p. 116)" and repealing of Directive 2000/59/EC (EU L 151 7.6.2019, p. 116)".

3.2.3 Directive 2009/16/EU

Also, the **Directive 2009/16/EU** on port State control from the port State and defines the framework of inspections of ships in order to verify their compliance:

- With international and relevant Community legislation on maritime safety, maritime security, protection of the marine environment and on-board living and working conditions of ships of all flags.
- Establishing common criteria for control of ships by the port State and harmonising procedures

on inspection and detention, building upon the expertise and experience under the Paris MOU.

- Implementing within the Community a port State control system based on the inspections performed within the Community and the Paris MOU region, aiming at the inspection of all ships with a frequency depending on their risk profile, with ships posing a higher risk being subject to a more detailed inspection carried out at more frequent intervals.

3.2.4 Directive 2008/98/EU

The Directive **98/2008** on waste was issued on waste management The Framework Directive that was incorporated into the Greek law by Law 4042/2012 establishes the hierarchy of actions for planning waste management (prevention, re-use, recycling, recovery and disposal), considers setting waste prevention plans, sets up separate collection of materials such as paper, metal, plastic and glass as from 2015 and sets the following recycling targets:

- by 2020, the preparing for re-use and the recycling of waste materials such as at least paper, metal, plastic and glass from households and possibly from other origins as far as these waste streams are similar to waste from households, shall be increased to a minimum of overall 50 % by weight;
- by 2020, the preparing for re-use, recycling and other material recovery, including backfilling operations using waste to substitute other materials, of non-hazardous construction and demolition waste shall be increased to a minimum of 70% by weight.

Other provisions concern the application of the principle of proximity and self-sufficiency (Article 16) and the application of the 'polluter pays' principle (Article 14) for distribution of waste management cost. It also establishes when waste incineration is considered recovery rather than disposal in agreement also with the reference documents of best available techniques on waste incineration (IPPC Directive). As far as Bio-waste is concerned,[3] the Directive does not impose qualitative goals but urges (Article 22):

- Their separate collection to facilitate separate treatment
- The treatment of the organic fraction on the basis of the environmental protection
- The use of environmentally safe products from the treatment of bio-waste

Also, the **Directive 94/62/EU** on Packaging and Packaging Waste (defining specific objectives for recycling of packaging materials) and **Directive 1999/31/EC** on the landfill of waste

3.3 Greek Legal Framework

3.3.1 Instruments related to the International Convention MARPOL 73/78

The International Convention **MARPOL 73/78** for the Prevention of Pollution from Ships has been transposed to the Greek Legislation with **Law 1269/1982** ("On the ratification of MARPOL 73/78, prevention of pollution of the sea by ships), as amended by:

- The **M.D. 2431.02/10/07/2007**, (GG 257B_07) Establishing a new type of the "International Oil Pollution Prevention Certificate (IOPPC)"

[3]Definition according to Directive 98/2008: 'bio-waste' means biodegradable garden and park waste, food and kitchen waste from households, restaurants, caterers and retail premises and comparable waste from food processing plants.

- The **M.D. 2431.06.1/13/05/2005**, (GG 644/B/13.5.2005) "Acceptance of amendment to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships, 1973 (amendment to the Appendix of Annex V of MARPOL 73/78)".
- Law **3104/2003**, (GG 28/A/10.2.2003) "Ratification of Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 related to it".

Also, the following Instruments related to the International Convention MARPOL 73/78 apply:

- **P.D. 14/2011**, **(GG 29A/2011)** Acceptance of amendments to the Annexes VI of the Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973 as amended by the protocol of 1978 related to it (Revised Annexes VS of the I.C. MARPOL 73/78).
- ***MD 2263.1-7/38042/2018/2018*** (GG 2287/B`/18.6.2018) Acceptance of amendments to the Annex of the Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the Protocol of 1978 - Amendments to the Annex VI of the I.C. MARPOL ('Designation of the Baltic Sea and the North Sea Emission Control Areas for NOx Tier III control) - (Information that must be included in the ship fuel delivery note)".
- ***MD 2263.1-4/66/15*** (GG 1438/B/10.7.2015) "Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships, 1973- Amendments to the Annex III of the I.C. MARPOL (Amendments to the Annex regarding the criteria for the classification of harmful substances in packaged form)".
- ***MD 2263.1-1/67/15*** (GG 1438/B/10.7.2015)"Acceptance of amendments to the Annex of the Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the Protocol of 1978 - Amendments to the Annex VI of the I.C. MARPOL (Amendments to the Regulations 2 and 13 and the Complement of the International Oil Pollution Prevention Certificate)".
- ***M.D. 2263.1–2/65/15/2015*** (GG 1438/B/10.7.2015) "Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships, 1973- Amendments to the Appendix of the I.C. MARPOL (Amendments to the Regulation 43)".
- ***M.D. 531.5–1/2013/3791/2013*** (GG 2609/B`/15.10.2013) Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to the Type A and B of the Complement of the International Oil Pollution Prevention Certificate.
- ***M.D. 531.5–1/2013/3792/2013*** (GG 2609/B`/15.10.2013) Acceptance of amendments to the Annex of the Protocol of 1978 on the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to the Annexes I and II of MARPOL 73/78 making the Code for Recognised Organisations mandatory).
- ***JMD 531.5-5/2013*** (GG 139/B/29.1.2013)"Acceptance of amendments to the Annexes of the Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the Protocol of 1978 related to it (IC MARPOL 73/78)".
- **P.D.59/2013** (GG 109/ A/10.5.2013) Acceptance of amendments to the Annex III of the Protocol of 1978 on the International Convention for the Prevention of Pollution from Ships of 1973. (Revised Annex III of the I.C. MARPOL 73/78).
- ***P.D. 8/2013*** (GG 27/ A/31.1.2013) "Acceptance of amendments to the Annex V of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973 (Revised Annex V of the I.C. MARPOL 73/78)".

- **MD 2263.1-6/36291/2017/2017** GG 1846B_2017 "Acceptance of amendments to the Annex of the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 related to it - Amendments to the Annex V of the I.C. MARPOL (HME Substances and Form of Garbage Record Book)".

Also, the **PD 55/1998 (GG 58/A/20.3.1998)** on "Protection of the marine environment" (amended) applies. The PD in question, *inter alia,* establishes the following:

- ✓ Discharge on the shore and ports of oil, mixtures of petroleum products, harmful substances or mixtures thereof and any kind of waste, sewage and garbage that may cause pollution of marine and coastal pollution shall be prohibited (par. Ia, Article 3 of the PD 55/98)
- ✓ The ships calling at Greek ports, bays and anchorages shall deliver any kind of mixtures of petroleum products, sewage, cargo residues and residues of harmful substances to recognized port reception facilities (par. Ib, Article 4 of the PD 55/98).

On the following table, the amendments of MARPOL 73/78 are matched to the Greek legislation.

Table 9: Acceptance of the amendments of the I.C. MARPOL 73/78 by the Greek legislation

MARPOL 73/78 Amendment	Amendment description	Greek Legislation	Description of the Greek Legislation
1997 Protocol to amend the Maritime Pollution Convention (MARPOL 73/78)	Protocol to amend the Maritime Pollution Convention (MARPOL 73/78– Annex VI	**Law 3104/2003**	Ratification of Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 related to it
MEPC.117(52) 15 October 2004	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Revised Annex I of MARPOL 73/78	**M.D. 2431.02/10/07/2007**	Establishing a new type of the "International Oil Pollution Prevention Certificate (IOPPC)"
MEPC.116(51) 1 April 2004	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Amendments to the Appendix to Annex V of MARPOL 73/78	**M.D. 2431.06.1/13/05/2005**	Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973 (Amendments to the Appendix of the Annex V of MARPOL 73/78)
MEPC.176(58) 10 October 2008	Amendments to the annex of the protocol of 1997 to amend the international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto Revised MARPOL Annex VI	**P.D. 14/2011**	Acceptance of amendments to the Annex VI of the Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 related to it (Revised Annex VI of the I.C. MARPOL 73/78).
MEPC.193(61) 1 October 2010	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Revised MARPOL Annex III	**P.D. 59/2013**	Acceptance of amendments to the Annex III of Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973. (Revised Annex III of the I.C. MARPOL 73/78
MEPC.201(62) 15 July 2011	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Revised MARPOL Annex V	**P.D. 8/2013**	Acceptance of amendments to the Annex V of Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973 (Revised Annex V of the I.C. MARPOL 73/78)
MEPC.216 (63) 2 March 2012 and MEPC.217 (63) 2 March 2012	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Regional arrangements for port reception facilities under MARPOL Annexes I, II, IV and V and Amendments to the annex of the protocol of 1997 to amend the	**JMD 531.5 -5/ 2013**	Acceptance of amendments to the Annexes of the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the Protocol of 1978 related to it (IC MARPOL 73/78)

MARPOL 73/78 Amendment	Amendment description	Greek Legislation	Description of the Greek Legislation
	international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto Regional arrangements for port reception facilities under MARPOL Annex VI and Certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NO. Technical Code 2008		
MEPC.235(65) 17 May 2013	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Amendments to Form A and Form B of Supplements to the IOPP Certificate under MARPOL Annex I	**M.D. 531.5–1/2013/3791/2013**	Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973 (Amendments to the Type A and B of the Complement of the International Oil Pollution Prevention Certificate)
MEPC.238(65) 17 May 2013	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Amendments to MARPOL Annexes I and II to make the RO Code mandatory	**M.D. 531.5–1/2013/3792/2013**	Acceptance of amendments to the Annex of the Protocol of 1978 on the International Convention for the Prevention of Pollution from Ships of 1973 (Amendments to the Annexes I and II of MARPOL 73/78 making the Code for Recognised Organisations mandatory).
MEPC.257(67) 17 October 2014	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Amendment to MARPOL Annex III Amendment to MARPOL Annex III – Amendment to the appendix on criteria for the identification of harmful substances in packaged form	**MD 2263.1-4/66/15**	Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships, 1973– Amendments to the Annex III of the I.C. MARPOL (Amendments to the Annex regarding the criteria for the classification of harmful substances in packaged form).
MEPC.258(67) 17 October 2014	Amendments to the annex of the protocol of 1997 to amend the international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto Amendments to MARPOL Annex VI Amendments to MARPOL Annex VI – Amendments to regulations 2 and 13 and the Supplement to the IAPP Certificate	**M.D. 2263.1–1/67/15/2015**	Acceptance of Amendments to the Annex of the Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the Protocol of 1978 related to it. Amendments to the Annex VI of the I.C. MARPOL (Amendments to the Regulations 2 and 13 and the Complement of the International Oil Pollution prevention Certificate)

MARPOL 73/78 Amendment	Amendment description	Greek Legislation	Description of the Greek Legislation
MEPC.256(67) 17 October 2014	Amendments to the annex of the protocol of 1978 relating to the international convention for the prevention of pollution from ships, 1973 Amendments to MARPOL Annex I Amendment to regulation 43	**M.D. 2263.1-2/65/15/2015**	Acceptance of amendments to the Annex of the Protocol 1978 on the International Convention for the Prevention of Pollution from Ships of 1973– Amendments to the Annex I of the I.C. MARPOL (Amendments to Regulation 43).
MEPC.277(70) 28 October 2016	Amendments to the annex of the international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto Amendments to MARPOL Annex V HME substances and Form of Garbage Record Book	**MD 2263.1-6/36291/2017/2017**	Acceptance of amendments to the Annex of the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 - Amendments to the Annex V of the I.C. MARPOL (HME Substances and Form of Garbarge Record BookO
MEPC.286(71) 7 July 2017	Amendments to the annex of the protocol of 1997 to amend the international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto Amendments to MARPOL Annex VI Designation of the Baltic Sea and the North Sea Emission Control Areas for NOX Tier III control Information to be included in the bunker delivery note	**MD 2263.1-7/38042/2018/2018**	Acceptance of amendments to the Annex of the Protocol 1997 amending the International Convention for the Prevention of Pollution from Ships of 1973, as amended by the protocol of 1978 - amendments to the Annex VI of the I.C. MARPOL ('Designation of the Baltic Sea and the North Sea Emission Control Areas for NOx Tier III control) - (Information that must be included in the ship fuel delivery note)"

3.3.2 JMD 8111.1/41/09/2009

For the ship-generated waste and cargo residues reception port facilities, the **JMD 8111.1/41/09/2009** applies. The main obligations flowing from this JMD for the port management body are:

- ✓ The availability of waste port reception facilities that can meet the needs of the ships using the ports (Article 4 of the JMD)
- ✓ The elaboration and implementation of the Waste reception and management Plan (Article 5 of the JMD)
- ✓ The imposition of a waste delivery fee for ships using the port (Article 8 of the JMD)
- ✓ Other obligations, as set out in Article 12 of the JMD.

The Annex II of the JMD in question was amended by the *JMD **3122.3-15/79639/16/2016*** (GG 3085/B/28.9.2016). More specifically, there were changes in the information that every ship needs to notify to the port regarding its waste.

For the implementation of the provisions of the JMD 8111.1/41/09/2009, a Permanent Circular was issued by the General Secretariat of Ports, Port Policy/Port Policy Division/Ministry of Shipping & Island Policy (based on Art. 62 of the PD 13/2018) with four (4) amendments to date.

- ✓ Ref. No 8136.16/01/09/28.7.2009 (1st)
- ✓ Ref. No 8136.16/01/10/1.4.2010 (2nd)
- ✓ Ref. No 8136.16/01/16/13.2.2014 (3η)
- ✓ Ref. No *1000.0/68210/2016/02.08.2016* - ΙΡΝ Ω96Τ4653ΠΩ-ΡΕ1 (4th)

3.3.3 Regulation (EU) 2017/352

Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports that became fully applicable on 24/03/2019, establishes:

a) a framework for the provision of port services *(including the collection of ship-generated waste and cargo residues),* and

b) common rules on financial transparency and on port service and port infrastructure charges.

The Regulation applies to all maritime ports of the trans-European transport network, as listed in Annex II to Regulation (EU) No 1315/2013.

The ship-generated waste reception and management services fall under the scope of the EU Regulation 352/2017 and upon selection, the PMGs shall apply the prescribed specifications and principles.

3.3.4 Instruments related to Waste Management

The main Instruments related to Waste Management are:

- **Law 4042/2012** Harmonization of the Greek Legislation with the Framework Directive on waste management, as amended and in force.
- **Law 2939/2001** on Alternative Management of Packaging and Other Waste.as amended and in force *(last amendment by Law 4496/2017 - on alternative management of packaging and other waste, adaptation to Directive 2015/720/EU, regulation of issues of the Hellenic Recycling Agency and other provisions)*

- **JMD 51373/4684/2015** - Ratification of the National Waste Management Plan (NWMP) and the National Waste Prevention Strategic Plan
- **JMD 62952/5384/2016** - Approval of the National Hazardous Waste Management Plan, according to Article 31 of the Law 4342/2015.
- **Law 4470/2017**- Ratification of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 and other provisions.

4 CLASSIFICATION OF WASTE

4.1 Introduction

This chapter presents the different **types of waste** based on the international convention **MARPOL 73/78**. In addition, this unit includes a presentation of the types and the quantification of the port waste based on the above classification with a view to assessing the needs in port reception facilities.

The second chapter presents the relevant categories of waste (ship-generated and cargo residues) based on the **European Waste Catalogue (EWC)**

4.2 Classification based on International Convention MARPOL 73/78

4.2.1 Oily waste - ANNEX I

According to ANNEX I of the I.C. MARPOL 73/78 Oil means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals and the vegetable and animal oils. Oily mixture means a mixture of the abovementioned petrochemicals with any oil content.

According to the MEPC.1/Circ.834/Rev.1 Guidance, the waste streams generated by the oily waste under ANNEX I are the following:

1. Oily bilge water
2. Oily residues (sludge))
3. Oily tank washings (slops)
4. Dirty ballast water
5. Scale and sludge from tank cleaning
6. Other

4.2.2 Noxious Liquid Substances In bulk – ANNEX II

Annex II refers to noxious liquid substances in bulk (Control of pollution by noxious liquid substances carried in bulk), which are divided into the following subcategories[4]):

- **Category X:** "Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment"
- **Category Y** "Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a major hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and, therefore, justify the prohibition of the discharge into the marine environment."
- **Category Z:** "Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment"
- **Other substances:** "Substances which have been evaluated and found to fall outside category

[4] *Source: http://www.imo.org/en/OurWork/Environment/PollutionPrevention/ChemicalPollution/Pages/Default.aspx*

X, Y or Z because they are, at present, considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or deballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances shall not be subject to any requirements of the Annex II of MARPOL Convention".

The annex II also includes a number of other requirements reflecting modern stripping techniques, which specify discharge levels for products which have been incorporated into Annex II. For the reception facilities, the following are required for noxious substances:

- In ports and reception facilities where such substances are loaded and unloaded.
  In ship repair ports servicing chemical tankers.

4.2.3 Harmful substances carried in packaged form– ANNEX III

The chemical substances are regulated by Part A of the SOLAS Convention (Safety of Life at Sea) Chapter VII - Carriage of dangerous goods, which includes provisions for the classification, packing, marking, labelling and placarding, documentation and stowage of dangerous goods.

Annex III of MARPOL Convention includes regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form" includes general requirements for the issuance of detailed instructions on packaging, marking and labelling, documentation, storage, quantity limitations, exemptions and notifications for preventing pollution by harmful substances. For the purpose of Annex III, "harmful substances" are those identified as "marine pollutants" in the IMDG Code. [5]»

Annex III regulations for the prevention of sea pollution by harmful substances carried in packaged forms do not require reception facilities.

However, if the packaging is damaged and the content is split, reception facilities will be required as regulated by Annex V (garbage). It should be noted that these residues and broken packaging containing such residues would need adequate precautions to ensure safety of people and prevent environmental pollution.

4.2.4 Sewage from Ships - ANNEX IV

The Greek legislation includes regulations on the prevention of sea ship-source pollution:

- P.D. 400/1996 "Regulation for the prevention of sea pollution from sewage from ships" and
- Circular 2323.2-4/77441/2018/2018 - Application of the P.D. 400/96 on ships engaged on international voyages.

The **"blackwaters"** are the waste produced on a ship and include waste generated from toilets, urinals, the medical dispensary and other wastewaters mixed with the above. Other waste produced on the ships (e.g. drainage from shower, laundry, washbasin drains) **are the greywaters.** Usually, there are separate piping systems for blackwaters and greywaters, while different ways can be used to manage these waste.

[5]http://www.imo.org/en/OurWork/Environment/PollutionPrevention/ChemicalPollution/Pages/Default.aspx

According to the current legislative framework, although there are restrictions in terms of the discharge of blackwaters into the sea, there are no restrictions about the greywaters. This does not mean that the latter ones, which also include drainage from kitchens, are discharged to the sea, let alone in the port.

The Annex IV of the I.C. MARPOL 73/78 includes regulations about the provision of port reception facilities for sewage.

4.2.5 Garbage from Ships - ANNEX V

According to Regulation 1 of the Revised Annex V of the I.C. MARPOL 73/78, that entered into force in January 1, 2013, garbage means all kinds of food, domestic and operational waste, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other Annexes to the MARPOL Convention. Also, based on the amendment of 2016, cargo residues divided into two categories, the harmful and non-harmful for the marine environment are added to the waste under Annex V. The same amendment provided for the addition of operational waste and waste from electric and electronic equipment.

Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage, or as a result of aquaculture activities which involve the transport of fish including shellfish for placement in the aquaculture facility and the transport of harvested fish including shellfish from such facilities to shore for processing.

Below are the categories of waste produce or that can be produced on ships. These waste can be generated from all types of ships and activities. It should be noted that **Annex V of the I.C. MARPOL 73/78 applies to all ships** regardless of their size.

Based on the last amendments to the Annex V (MEPC.277(70), the categories of waste are grouped as follows and are divided in two parts:

Part I

- A. Plastics
- B. Food wastes
- C. Domestic wastes
- D. Edible oils
- E. Ashes from incinerators
- F. operational waste
- G. Animal carcasses/Animal by-products
- H. Fishing gear
- I. Electric-electronic waste (CATEGORY I – E-WASTE)

Part II

- J. Cargo residues (non-HME) (non- harmful for marine environnement)
- K. Cargo residues (HME) (harmful for marine environment)

For Part II, Category “K” concerns the type of carried cargo based on the criteria of the “United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS)”- Revision 2017” which may consist of chemical substances meeting the parameters: Acute Aquatic Toxicity, Chronic Aquatic

Toxicity, Carcinogenicity etc.

Finally, Category J refers to the cargo residues that do not have the above properties.

Based on the circular MEPC.295(71) - July 2017, Operational wastes **do not include** grey water, bilge water or other similar discharges essential to the operation of a ship. Operational wastes also include cleaning agents and additives contained in cargo hold and external wash water.

Finally, based on the same circular, the procedures for collecting garbage should be based on consideration of what is permitted and what is not permitted to be discharged into the sea and whether a particular garbage type can be discharged to port facilities for recycling or reuse. To this end, the garbage should be separated onboard using adequately marked recipients.

The recommended garbage types that should be separated are:

1. Non-recyclable plastics and plastics mixed with non-plastic garbage;
2. Rags Absorbent materials
3. Recyclable material
    a. Cooking oil
    b. Glass
    c. Aluminium cans
    d. Paper, cardboard, corrugated board.
    e. wood
    f. metals
    g. plastics; (including Styrofoam or other similar plastic material)
4. E-waste generated on board (e.g. electronic cards, gadgets, instruments, equipment, computers, printer cartridges, etc.)
5. Garbage that might present a hazard to the ship or crew (hazardous waste e.g. oily rags, light bulbs, acids, chemical, batteries, health unit waste etc.).
6. Animal derived products and by-products categories I, II & III

4.2.6 Ozone depleting substances etc. - ANNEX VI

According to Regulation 17 of the Annex VI, reception facilities are required for the following ship-generated waste:

- Ozone depleting substances such as CFC's and HALON and equipment containing such substances.
- Exhaust gas cleaning residues (in air or liquid form).

With regard to the second point, the main type of fuel for ships is heavy fuel oil which contains sulphur (S). Following combustion in the engine, SOx is released in the atmosphere, which can be harmful to human health and the environment. In this context, this Annex of MARPOL Convention sets limits, which, since 2005, have been progressively tightened. From 1 January 2020, this limit on board ships operating outside designated emission control areas is reduced to 0.50% m/m (mass by mass).

In this context, the ships using fuels containing sulphur are fitted with or have installed exhaust gas cleaning systems (scrubbers) to comply with the emission limits. Hence the need to create port facilities to receive and handle the sediments produced from the cleaning of scrubbers.

4.3 European Waste Catalogue (EWC)

The European Waste Catalogue is found in the Annex of the decision 2000/532/EC and was amended by Council Decisions 2001/118/EC, 2001/119/EC, and 2001/573/EC. In addition, the EWC is set out in the Greek Legislation through the M.D 13588/725/28-03-2006 and its amendments (M.D. 62952/5384/2016 and M.D. 8668/2007).

The EWC is made up of chapters describing waste categories related to each other. Each category of waste under the EWC is described by a six figure code. An asterisk (*) next to a waste category denotes that it is hazardous waste based on the relevant EU instructions and the Greek legal framework.

It is stressed that the legal possession, processing and disposal of hazardous waste is presumed from the identification note accompanying the hazardous waste. The waste categories of MARPOL correspond with the following indicative EWC codes.

Table 10: Association of ship-generated waste (based on MARPOL) with the EWC Codes (indicatively)

Waste- MARPOL	EWC Code	EWC Description
MARPOL Annex I – Oily		
Oily bilge water	13 04	Bilge oil
	13 04 01*	Bilge oils from inland navigation
	13 04 02*	Bilge oils from jetty sewers
	13 04 03*	Bilge oils from other navigation
(oily residues (sludge))	13 02	waste engine, gear and lubricating oils
	13 02 04*	mineral-based chlorinated engine, gear and lubricating oils
	13 02 05*	mineral-based non-chlorinated engine, gear and lubricating oils
	13 02 08*	other engine, gear and lubricating oils
	13 03 10*	other insulating and heat transmission oils
	13 05 08*	mixtures of wastes from grit chambers and oil/water separators
(oil tank washings)	13 05 08*	mixtures of wastes from grit chambers and oil/water separators
(dirty ballast)	13 05 08*	mixtures of wastes from grit chambers and oil/water separators
Scale and sludge from tank cleaning	13 05 02*	sludges from oil/water separators
	13 05 03*	interceptor sludges
MARPOL Annex II - Noxious Liquid Substances in bulk		
Category X		Waste under Annex II are categorize based on MEPC.2/Circ.23 1-12-2017 Catalogue made of two annexes (p. 7 to 47)
Category Y		
Category Z		
Other substances:		
MARPOL Annex III - Harmful substances carried in packaged form		
		Materials/substances other than radioactive. The criteria to recognize substances are based on those developed by the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS), developed by the United Nations, as amended.
MARPOL Annex IV– Sewage from Ships		
"Sewage" or "blackwaters"	19 08	Wastes from waste water treatment plants not otherwise specified

Waste- MARPOL	EWC Code	EWC Description
	19 08 05	sludges from treatment of urban waste water
	20 03 04	
septic tank sludge or graywaters		
MARPOL Annex V – Garbage from Ships		
A. Plastics	20 01 39	Plastics
	15 01 02	Plastic packaging
B. Food wastes	20 01 08	Biodegradable kitchen and restaurant waste
C. Domestic wastes	20 03 01	Mixed municipal waste
	20 01 01	Paper and cardboard
	15 01 01	paper and cardboard packaging
	20 01 02	Glasses
	15 01 07	glass packaging
	20 01 38	Wood other than that containing dangerous substances (EWC 200137)
	15 01 03	wood packaging
	20 01 40	Metals
	15 01 04	metal packaging
	15 01 06	Mixed packaging
	20 01 10	Clothes
	20 01 11	Textiles
D. Edible oils	20 01 25	edible oils and fats
E. Ashes from incinerators	10 01 01	bottom ash, slag and boiler dust (excluding boiler dust mentioned in 10 01 04)
	10 01 14*	bottom ash, slag and boiler dust from co-incineration containing dangerous substances
	10 01 15	bottom ash, slag and boiler dust from co-incineration other than those mentioned in 10 01 14
	19 01 11*	bottom ash and slag containing dangerous substances
	19 01 12	bottom ash and slag other than those mentioned in 19 01 11
F. operational waste	02 01 01	sludges from washing and cleaning
	06 04 04*	wastes containing mercury
	06 04 04*	wastes containing mercury
	08 01 11*	waste paint and varnish containing dangerous substances
	08 01 11*	waste paint and varnish containing dangerous substances
	08 01 17*	wastes from paint or varnish removal
	08 01 17*	wastes from paint or varnish removal
	08 03 18	waste printing toner
	08 03 18	waste printing toner
	08 04 09*	waste adhesives and sealants
	08 04 09*	waste adhesives and sealants
	09 01 01*	water-based developer solutions
	09 01 01*	water-based developer solutions
	09 01 05*	bleach solutions and bleach fixer solutions
	12 01 02	Ferrous metal dust and particles
	12 01 06*	waste blasting material containing dangerous substances
	12 01 17	Waste blasting material
	13 05 08*	mixtures of wastes from grit chambers and oil/water separators
	14 06 02*	other halogenated solvents and solvent mixtures
	15 01 01	paper and cardboard packaging
	15 01 03	wood packaging
	15 01 04	metal packaging

Waste- MARPOL	EWC Code	EWC Description
	15 01 06	Mixed packaging
	15 01 06	Mixed packaging
	15 01 07	Glass packaging
	15 01 10*	packaging containing dangerous substances
	15 02 02*	Absorbents contaminated by dangerous substances
	15 02 03	Absorbent materials
	16 01 03	end-of-life tyres
	16 01 04*	End-of-life vehicles
	16 01 07*	oil filters
	16 02 09*	transformers and capacitors containing PCB
	16 03 03*	inorganic wastes containing dangerous substances
	16 03 04	Inorganic wastes
	16 03 05*	organic wastes containing dangerous substances
	16 03 06	Organic wastes
	16 05 04*	gases in pressure containers containing dangerous substances
	16 05 06*	Laboratory chemicals
	16 05 07*	Discarded inorganic chemicals
	16 05 08*	Discarded organic chemicals
	16 06 01*	lead batteries
	16 06 02*	Ni - Cd batteries
	16 07 08*	wastes containing oil
	16 07 09*	packaging containing other dangerous substances
	17 02 01	Wood
	17 02 03	Plastics
	17 04 07	mixed metals
	17 06 01*	insulation materials containing asbestos
	17 06 03*	insulation materials consisting of or containing dangerous substances
	17 06 04	insulation materials
	17 09 03*	mixed construction and demolition wastes containing dangerous substances
	17 09 04	mixed construction and demolition wastes
	18 01	wastes from natal care, diagnosis, treatment or prevention of disease in humans
	19 08 05	sludges from treatment of urban waste water
	19 08 10*	grease and oil mixture
	20 01 02	Glasses
	20 01 19*	Pesticides
	20 01 19*	Pesticides
	20 01 33*	Batteries and accumulators
	20 01 33*	Batteries and accumulators
	20 01 38	Wood other than that containing dangerous substances (EWC 200137)
	20 01 40	Metals
	20 01 99	Other fractions not otherwise specified
G. Animal by-products	02 02 03	Materials unsuitable for consumption or processing
	02 02 02	Animal tissue waste
	02 05 01	Materials unsuitable for consumption or processing
	02 03 04	Materials unsuitable for consumption or processing
	19 05 02	non-composted fraction of animal and vegetable waste
H. Fishing gear	02 01	Wastes from agriculture, horticulture, aquaculture, forestry, hunting and fishing
	02 01 10	waste metal
	02 01 04	Waste plastics (except packaging)
I. Electric-electronic waste (CATEGORY I – E-WASTE)		

Waste- MARPOL	EWC Code	EWC Description
	16 02 09*	transformers and capacitors containing PCBs
	16 02 11*	Discarded equipment containing chlorofluorocarbons HCFC, HFC
	16 02 13*	Discarded equipment containing hazardous components (2) other than that mentioned at 16 02 09 to 16 02 12
	16 02 14	Discarded equipment containing hazardous components other than that mentioned at 16 02 09 to 16 02 13
	16 02 16	components removed from discarded equipment other than those listed in 16 02 15
	20 01 21*	fluorescent tubes and other mercury-containing waste
	20 01 23*	Discarded equipment containing chlorofluorocarbons
	20 01 35*	discarded electrical and electronic equipment other than those mentioned in 20 01 21 and 20 01 23 containing hazardous components (6) 30 02 36 discarded electrical and electronic equipment other than those mentioned in 20 01 21,
	20 01 36	discarded electrical and electronic equipment other than that mentioned at 20 01 21, 20 01 23 and 20 01 35
J. Cargo residues (Non-HME)		Depending on the type of the cargo
K. Cargo residues (HME)		Depending on the type of the cargo
MARPOL Annex VI – Ozone depleting substances		
Ozone depleting substances (CFCs and HALON)	14 06 01*	chlorofluorocarbons, HCFC, HFC
Exhaust gas cleaning residues	10 01 05	calcium-based reaction wastes from flue-gas desulphurisation in solid form
	10 01 07	calcium-based reaction wastes from flue-gas desulphurisation in sludge form
	10 01 09*	Sulphuric acid

The EWC chapters covering the ship-generated waste and cargo residues are the following:

Table 11: The EWC chapters covering the ship-generated waste and cargo residues are the following:

Chapter No.	Description
02.	Wastes from agriculture, horticulture, aquaculture, forestry, hunting and fishing, food preparation and processing
08.	Wastes from manufacture, formulation, supply and use (MFSU) of coatings (paints, varnishes and vitreous enamels), adhesives, sealants and printing inks
09.	wastes from the photographic industry
10.	Wastes from thermal processes
12.	Wastes from shaping and physical and mechanical surface treatment of metals and plastics
13.	Oil wastes and wastes of liquid fuels (except edible oils and those in chapters 05 and 12)
14.	Waste organic solvents, refrigerants and propellants (except 07 and 08)
15.	Waste packaging, absorbents, wiping cloths, filter materials and protective clothing not otherwise specified
16.	Wastes not otherwise specified in the list
18.	Wastes from human and animal health care and/or related research (except kitchen and restaurant

Chapter No.	Description
	wastes not arising from immediate health care)
19.	Wastes from waste management facilities, off-site waste water treatment plants and the preparation of water intended for human consumption and water for industrial use
20.	Municipal wastes (household waste and similar commercial, industrial and institutional wastes) including separately collected fractions

The main EWC chapters covering the ship-generated waste and cargo residues are presented on the following table:

Table 12: EWC Codes under the chapters covering ships

EWC Code	Description
02 01	wastes from agriculture, horticulture, aquaculture, forestry, hunting and fishing
02 01 01	sludges from washing and cleaning
02 01 02	animal-tissue waste
02 01 08*	agrochemical waste containing dangerous substances
08 01	wastes from MFSU and removal of paint and varnish
08 01 11*	waste paint and varnish containing organic solvents or other dangerous substances
09 01	wastes from the photographic industry
09 01 01*	water-based developer and activator solutions
10 01 01	bottom ash, slag and boiler dust
10 01 04*	oil fly ash and boiler dust
10 01 14*	bottom ash, slag and boiler dust from co-incineration containing dangerous substances
10 01 15	bottom ash, slag and boiler dust from co-incineration other than those mentioned in 10 01 14
10 01 16*	fly ash from co-incineration containing dangerous substances
10 01 17	fly ash from co-incineration other than those mentioned in 10 10 16
10 01 18*	wastes from gas cleaning containing dangerous substances
10 01 19	wastes from gas cleaning other than those mentioned in 10 01 05, 10 01 07 and 10 01 18
10 01 20*	sludges from on-site effluent treatment containing dangerous substances
10 01 21	sludges from on-site effluent treatment other than those mentioned in 10 01 20
10 01 22*	wastes from gas cleaning containing dangerous substances
10 01 23	aqueous sludges from boiler cleansing other than those mentioned in 10 01 22
10 01 26	wastes from cooling-water treatment
10 01 99	wastes not otherwise specified
12 01	wastes from shaping and physical and mechanical surface treatment of metals and plastics
12 01 16*	waste blasting material containing dangerous substances
13 01	waste hydraulic oils
13 01 04*	chlorinated emulsions
13 01 05*	Non chlorinated emulsions
13 01 09*	mineral-based chlorinated hydraulic oils
13 01 10*	mineral based non-chlorinated hydraulic oils
13 01 11*	Synthetic hydraulic oils
13 01 12*	readily biodegradable hydraulic oils
13 01 13*	other hydraulic oils

EWC Code	Description
13 02	waste engine, gear and lubricating oils
13 02 04*	mineral-based chlorinated engine, gear and lubricating oils
13 02 05*	mineral-based non-chlorinated engine, gear and lubricating oils
13 02 06*	synthetic engine, gear and lubricating oils
13 02 07*	readily biodegradable engine, gear and lubricating oils
13 02 08*	other engine, gear and lubricating oils
13 03	waste insulating and heat transmission oils
13 03 06*	mineral-based chlorinated insulating and heat transmission oils other than those mentioned in 13 03 01
13 03 07*	mineral-based non-chlorinated insulating and heat transmission oils
13 03 08*	synthetic insulating and heat transmission oils
13 03 09*	readily biodegradable insulating and heat transmission oils
13 03 10*	other insulating and heat transmission oils
13 04	bilge oils
13 04 01*	Bilge oils from inland navigation
13 04 02*	bilge oils from jetty sewers
13 04 03*	Bilge oils from other navigation
13 05 02*	sludges from oil/water separators
13 05 03*	interceptor sludges
13 05 06*	Oil from oil/water separators
13 05 07*	oily water from oil/water separators
13 05 08*	mixtures of wastes from grit chambers and oil/water separators
13 07	wastes of liquid fuels
13 07 01*	fuel oil and diesel
13 07 02*	Petrol
13 08	oil wastes not otherwise specified
13 08 99*	wastes not otherwise specified
14 06	waste organic solvents, refrigerants and foam/aerosol propellants
14 06 01*	chlorofluorocarbons, HCFC, HFC
14 06 02*	other halogenated solvents and solvent mixtures
14 06 03*	other solvents and solvent mixtures
14 06 04*	sludges or solid wastes containing halogenated solvents
14 06 05*	sludges or solid wastes containing other solvents
15 01	packaging (including separately collected municipal packaging waste)
15 01 01	paper and cardboard packaging
15 01 02	Plastic packaging
15 01 03	wood packaging
15 01 04	metal packaging
15 01 05	composite packaging
15 01 06	Mixed packaging
15 01 07	glass packaging
15 01 10*	packaging containing residues of or contaminated by dangerous substances
15 02	absorbents, filter materials, wiping cloths and protective clothing
15 02 02*	absorbents, filter materials (including oil filters not otherwise specified), wiping cloths, protective clothing contaminated by dangerous substances
16 01	end-of-life vehicles from different means of transport (including off-road machinery) and wastes from dismantling of end-of-life vehicles and vehicle maintenance
16 01 03	end-of-life tyres
16 01 07*	oil filters
16 02	wastes from electrical and electronic equipment

EWC Code	Description
16 02 09*	transformers and capacitors containing PCB
16 05	gases in pressure containers and discarded chemicals
16 05 04*	gases in pressure containers (including halons) containing dangerous substances
16 05 07*	discarded inorganic chemicals consisting of or containing dangerous substances
16 05 08*	Discarded organic chemicals consisting of dangerous substances or containing
16 06	Batteries and accumulators
16 06 01*	lead batteries
16 06 02*	Ni– Cd batteries
16 06 03*	mercury-containing batteries
16 07	wastes from transport tank, storage tank and barrel cleaning (except 05 and 13)
16 07 08*	wastes containing oil
17 02	wood, glass and plastic
17 02 01	Wood
17 02 03	Plastics
17 04	metals
17 04 07	mixed metals
17 06	insulation materials and asbestos-containing construction materials
17 06 01*	insulation materials containing asbestos
17 06 03*	insulation materials consisting of or containing dangerous substances
17 06 04	insulation materials
17 09	other construction and demolition wastes
18 01	wastes from natal care, diagnosis, treatment or prevention of disease in humans
18 01 03*	wastes whose collection and disposal is subject to special requirements in order to prevent infection
18 01 06*	chemicals consisting of or containing dangerous substances
18 01 08*	cytotoxic and cytostatic medicines
19 01	wastes from incineration or pyrolysis of waste
19 01 12	bottom ash and slag other than those mentioned in 19 01 11
20 01	separately collected fractions (except 15 01)
20 01 01	paper and cardboard
20 01 02	Glasses
20 01 08	biodegradable kitchen and canteen waste
20 01 13*	Solvents
20 01 14*	Acids
20 01 15*	Alkalines
20 01 17*	Photochemicals
20 01 19*	Pesticides
20 01 21*	fluorescent tubes and other mercury-containing waste
20 01 23*	Discarded equipment containing chlorofluorocarbons
20 01 25	edible oils and fats
20 01 27*	paint, inks, adhesives and resins containing dangerous substances
20 01 29*	detergents containing dangerous substances
20 01 31*	cytotoxic and cytostatic medicines
20 01 33*	batteries and accumulators included in 16 06 01, 16 06 02 or 16 06 03 and unsorted batteries and accumulators containing these batteries
20 01 35*	discarded electrical and electronic equipment other than those mentioned in 20 01 21 and 20 01 23 containing hazardous components
20 01 36	discarded electrical and electronic equipment other than those mentioned in 20 01 21, 20 01 23 and 20 01 35
20 01 38	wood other than that mentioned in point 20 01 37
20 01 39	plastic
20 01 40	metals
20 01 99	Other fractions not otherwise specified
20 03	other municipal waste
20 03 01	mixed municipal waste

20 03 07	bulky waste
20 03 99	Municipal wastes not otherwise specified

5 ASSESSMENT OF NEEDS IN SHIP-GENERATED WASTE PORT RECEPTION AND MANAGEMENT FACILITIES

5.1 Introduction

The assessment of the port needs in terms of waste reception facilities for waste generated by ships calling at them, is based on the port traffic data, the waste quantities received and handled by the Ports or using the waste quantification methodology. For updating the Plan of Thessaloniki Port, the need assessment in terms of ship-generated reception facilities will be done using actual qualitative data collected and filed in a special electronic registry by the ThPA SA Environment, Employee Health & Safety Unit.

For the provision of sufficient reception facilities, it is necessary to take into account not only the ships and the types thereof calling at the ports but also a number of factors such as for example the port's position, the vessel's position and the existence/use of the anchorage, if any, as the use of vessel is required etc. The port authorities need to be able to receive all types of waste/residue that every type of ship wishes to deliver.

Thessaloniki Port has an almost exclusively commercial character. It has reception facilities for the waste classified under all MARPOL 73/78 Annexes and an approved Ship-Generated Waste Reception and Management Plan. Depending on the types of ships calling at Thessaloniki Port and the types of waste reported in the last years, ship-generated reception facilities are usually required for the following types of waste:

a) Oily waste According to ANNEX I of the I.C. MARPOL 73/78 called at Thessaloniki Port.

b) Sewage According to ANNEX IV of the I.C. MARPOL 73/78 called at Thessaloniki Port.

c) Garbage According to ANNEX V of the I.C. MARPOL 73/78 called at Thessaloniki Port.

5.2 Waste quantification methodology

The waste quantification per waste category is of crucial importance for determining the type and technical specifications of the port reception facilities. The quantification of the ship-generated waste can be performed in the following ways:

- Using qualitative data from the operation of the existing reception facilities such as accurate quantities of different types of waste, number of bins, collection frequency and predictions to meet future needs, as they emerge based on these data.
- Based on the available literature on waste generated by different types of ships and the port's statistical data (number of arrivals, types of ships, number of crew-passengers, trip duration etc).

The ThPA SA Environment, Employee Health and Safety Unit **keeps a registry of quantities and types of ship-generated waste** in cooperation with the ship-generated waste management Contractor. This registry is updated and controlled on a quarterly basis in order to ensure quality and the sufficiency of collected data. Then, the data regarding the waste received during the four-year period, 2016-2019 on the piers and quays managed by ThPA SA are presented. The quantities are recorded in m^3 per waste category based on MARPOL 73/78.

In the next chapters, there is an assessment of the ship-generated waste reception facilities per category of waste, based on the categorization of the I.C. MARPOL 73/78 called at Thessaloniki Port. Finally, the existing quantities and types of waste received by Thessaloniki Port in the last years are presented.

5.2.1 Oily waste - ANNEX I

5.2.1.1 Introduction

The oily waste of the ships that needed to be delivered to reception facilities are mostly limited to ship engine room waste. These types of waste include:

1. Oily bilge water
2. (oily residues (sludge))
3. (oily tank washings (slops))
4. Dirty ballast water
5. Scale and sludge from tank cleaning

In the case of Thessaloniki Port, there are already ship-generated oily waste reception facilities and, as mentioned above, statistical data about the types and quantities of delivered waste are available.

5.2.1.2 Waste received in the last four years, 2016-2019

The tables below present the total quantities received during the four years, 2016-2019

Oily waste - ANNEX I (Quantities in m^3)

Table 13: Quantities (m^3) of Oily Waste under ANNEX I in the period 2016 – 2019

MARPOL Annex I - Oil							
YEAR	NUMBER OF SHIPS SERVED	OILY BILGE WATER	OILY RESIDUES SLUDGE	DIRTY BALLAST	OILY TANK WASHINGS	SLUDGE FROM TANK CLEANING	TOTAL
2016	918	1678.3	2931.4	0.0	0.0	0.0	4609.6
2017	1041	1804.9	3389.8	17.2	0.1	0.0	5211.9
2018	1096	1400.8	2500.0	2.2	17.9	0.0	3920.9
2019	1079	1784.8	3026.0	38.0	0.0	30.0	4878.8

As shown on the above tables and diagrams, the main quantities of oily waste received were oily bilge water and oily residues. The other categories such as dirty ballast, oily tank washing and sludge from tank cleaning account for small quantities of waste delivered in few occasions.

Table 14: Maximum and minimum deliveries per year

	Minimum/Delivery (m^3)	Maximum/Delivery (m^3)
Oily bilge water	1400.8	1804.9
oily residues (sludge)	2500.0	3389.8
Oily tank washings (slops)	0.1	17.9
Dirty ballast water	2.2	38.0
Scale and sludge from tank cleaning	0.0	30.0

5.2.2 Noxious Liquid Substances In bulk – ANNEX II

No tankers carrying dangerous and harmful substances in bulk, according to Annex II of the I.C. MARPOL 73/78 called at Thessaloniki Port. As already mentioned, according to the standard procedure in the ports where such substances do not occur or do occur in limited quantities, the industries receiving the cargoes also receive the waste generated by the ships carrying it.

These types of waste include HME substances:

- Category X
- Category Y
- Category Z

Existing studies reveal that it is difficult to calculate the quantities precisely. The decisive factors for waste under Annex II are connected to the type of ship and the type of cargo.

Occasionally, such cargo is handled in the Port of Thessaloniki; although there has been no request for receiving such waste, it is necessary to ensure the availability of the proper reception facilities.

5.2.3 Harmful substances carried in packaged form- ANNEX III

Annex III regulations for the prevention of sea pollution by harmful substances carried in packaged forms do not require reception facilities.

However, if the packaging is damaged and the content is split, reception facilities will be required as regulated by Annex V (sewage/garbage). It should be noted that these residues and broken packaging containing such residues would need adequate precautions to ensure safety of people and prevent environmental pollution.

5.2.4 Sewage from Ships - ANNEX IV

5.2.4.1 Introduction

As mentioned above, the P.D. 400/1996 has been in force setting limits to the discharge of sewage from ships into the sea. The above P.D. which has currently a total compliance by all ships, provides for, inter alia, waste storage/treatment equipment on the ships. Thus, the ships that are fitted with an approved biological cleaning system, are not expected to deliver waste to the port reception facilities, unless this system is out of service.

Likewise, ships that have collection tanks rather than waste treatment systems and are engaged on voyages of over 12 nautical miles from coast, are expected to collect waste in these tanks and discharge them according to ANNEX IV of the I.C. MARPOL 73/78 and the P.D. 400/96 when they operate beyond 12 miles from coast. Therefore, ships without an approved waste treatment system can discharge their waste while operating beyond 12 nautical miles from coast and not make use of the waste reception facilities.

5.2.4.2 Waste reception in the last three years

The following table presents the quantities of waste delivered to the Thessaloniki Port in the years 2016-2019.

Sewage from ships - ANNEX IV (Quantities in m^3)

Table 15: Waste quantities (m^3) ANNEX IV 2016-2019

		MARPOL Annex IV
YEAR	**NUMBER OF SHIPS**	**BLACKWATER**
2016	**918**	**241.0**
2017	**1041**	**31.5**
2018	**1096**	**134.4**
2019	**1079**	**23.3**

5.2.5 Garbage from Ships - ANNEX V

5.2.5.1 Introduction

The ships calling at the port during their normal operation. The waste they may want to deliver to the port reception facilities are classified under the following categories, based on Annex V of the I.C. MARPOL 73/78:

A. Plastics
B. Food wastes
C. Domestic wastes
D. Edible oils

E. Ashes from incinerators
F. Operational waste
G. Animal carcasses/Animal by-products
H. Fishing gear
I. Electric-electronic waste (CATEGORY I – E-WASTE)
J. Cargo residues (Non-HME)
K. Cargo residues (HME)

CATEGORY A- PLASTICS

Plastic means any garbage that is solid material, that contains as an essential ingredient one or more synthetic organic high polymers and that is formed or shaped either during the manufacture of the polymer or during fabrication into a finished product by heat or pressure or both. Plastics possess material properties ranging from hard and brittle to soft and elastic.

CATEGORY B - FOOD WASTES

Food waste means any spoiled or unspoiled food substances and includes fruits, vegetables, dairy products, poultry, meat products (animal by-products) and food scraps generated aboard ship.

CATEGORY C – DOMESTIC WASTES

Domestic wastes means all types of wastes not covered by other MARPOL ANNEXES that are generated in the accommodation spaces on board the ship. Domestic wastes do not include those covered by other categories (e.g. food residues, plastics).

CATEGORY D – COOKING OIL

Cooking oil means any type of edible oil or animal fat used or intended to be used for the preparation or cooking of food, but does not include the food itself that is prepared using this oil.

CATEGORY E – INCINERATOR ASHES

Incinerator ashes means the ash resulting from shipboard incinerators used for the incineration of garbage.

CATEGORY F – OPERATIONAL WASTES

Operational wastes means all solid wastes (including slurries) not covered by other MARPOL 73/78 Annexes that are collected on board during normal maintenance or operations of a ship, or emanating from cargo handling, packaging and stowage and handling such as rust, maintenance materials, rags, colours, packaging materials etc. Operational wastes also include cleaning agents and additives contained in cargo hold and external wash water and waste related to repair/maintenance works on the ship and may be hazardous or non-hazardous waste. Under this category, fall the waste emanating from the health unit/ medical dispensary on the ship.

CATEGORY G. Animal carcasses/Animal by-products

Animal carcasses are bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage. The animal by-products can be under any category (I, II, III).

CATEGORY H. Fishing gear

Fishing gear means any physical device or part thereof or combination of items that may be placed on or in the water on in the sea-bed with the intended purpose of capturing, or controlling for subsequent

capture or harvesting, marine or fresh water organisms.

CATEGORY I. Electric-electronic waste (CATEGORY I – E-WASTE)

This category includes electrical and electronic equipment used for the normal operation of the ship or in the accommodation spaces and has been scrapped. It includes all components, subassemblies and consumables, which are part of the equipment and may possibly contain dangerous materials for human health and/or the environment.

CATEGORY J. Cargo residues (Non-HME)

CATEGORY K Cargo residues (HME)

Cargo residues means the remnants of any cargo which are not covered by other annexes of the I.C. MARPOL 73/78 and which remain on the deck or in holds following loading and unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water, but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship. They are divided into two sub-categories (non-harmful and harmful)

5.2.5.2 Waste received in the last four years, 2016-2019

The following table presents the quantities of garbage delivered to the Port of Thessaloniki in the years 2016-2019 per waste category. During these years, no animal carcasses/animal by-products and fishing gear have been delivered. The cargo residues are classified under the non-harmful and non HME.

Table 16: Garbage quantities (m3) ANNEX V 2016-2019

MARPOL Annex V – Garbage									
YEAR	NUMBER OF SHIPS	PLASTICS	FOOD WASTES	DOMESTIC WASTES	COOKING OIL	BOTTOM ASH	OPERATIONAL WASTE	CARGO RESIDUES	TOTAL
2016	918	452.2	252.7	497.1	8.6	8.7	49.9	7.6	1276.9
2017	1041	431.7	253.1	508.9	3.9	8.5	59.7	215.7	1481.6
2018	1096	370.2	245.2	451.6	2.2	3.5	22.0	5.2	1100.0
2019	1079	399.5	304.9	515.9	2.9	5.6	37.0	1.3	1267.1

5.2.6 Ozone depleting substances - Annex VI

This annex was entered into force on 27.05.2005 and regards the prevention of air pollution from ship fuels and hazardous ozone depleting substances-equipment used on the ships.

According to Regulation 17 of the Annex VI, reception facilities are required for the following ship-generated waste:

- Ozone depleting substances such as CFC's and HALON and equipment containing such substances.
- Exhaust gas cleaning residues.

The discharge of waste under this category (e.g. CO2 retention filters etc.) is done in the ship repair facilities where ships are subject to regular or emergency repair-maintenance. In any case, however, it is deemed appropriate to have reception facilities for such waste in ThPA SA port facilities. Since 2002, (first year of plan implementation), no ship has requested to deliver such type of waste.

6 PORT RECEPTION FACILITY TYPE AND CAPACITY

6.1 Introduction

Assessing the needs of ports in waste reception facilities of ships calling at them, is based on the port traffic data set out in Chapter 2 using a relevant assessment methodology and real data of waste delivered from ships.

For the provision of sufficient reception facilities, it is necessary to take into account not only the ships and the types thereof calling at the ports but also a number of factors such as for example the port's position, the ship's position and the existence/use of the anchorage, if any, as the use of ship is required etc.

Also, ThPA SA, depending on the specificities and requirements of its port, undertakes to set the method and way of collecting and handling waste generated by the ships calling at the piers of its competence.

The relevant services can be provided by ThPA itself or a contractor that will be appointed by ThPA based on the specifications set out in the approved Plan and based on the principles under the Regulation (EU) 352/2017 and the relevant legislation. The contractors are selected through a public tender in accordance with the national and Community legislation and shall meet the top standards to ensure the proper, excellent and high quality execution of the project.

In the next chapters, there is an assessment of the ship-generated waste reception facilities per category of waste, based on the categorization of the I.C. MARPOL 73/78 called at Thessaloniki Port.

6.2 Oily waste - ANNEX I

The oily waste of the ships that needed to be delivered to reception facilities are mostly limited to ship engine room waste. The following paragraph displays the assessment of port needs in reception of ship-generated oily waste based on the data presented in the previous Chapters.

Based on the Port's data presented in Chapter 5, the quantities of liquid oily waste of all categories expected to be delivered, vary between **3900 and 5300 m^3 per year.** Based on the above estimates, the annual number of requests for oily waste delivery, according to the statistical data of the last four years, is not expected to exceed 6000 m^3. Thessaloniki Port has a sufficient number of road tankers via a Contractor to serve the estimated quantities of oily waste.

6.3 Noxious Liquid Substances In bulk – ANNEX II

To serve the ships calling at the Port, no reception facilities for this type of waste is required. Besides, as already mentioned, according to the standard procedure in the ports where such substances do not occur or do occur in limited quantities, the industries receiving the cargoes also receive the waste generated by the ships carrying it. For the purposes of this Plan, a quantity of 10 m^3 of noxious liquid substances in bulk per year will be taken into account.

6.4 Harmful substances carried in packaged form– ANNEX III

There is no request/need for port reception facility for this type of waste. However, depending on the port's activity, a provision must be made for the reception and management of this category of waste in the same way as the waste produced from damaged cargoes. For the purposes of this Plan, a quantity of 10 m^3 of harmful substances carried in packaged form per year will be taken into account.

6.5 Sewage from Ships - ANNEX IV

Based on the data presented in Chapter 5, the maximum quantity of sewage per delivery is not expected to exceed **300 m^3 per year.** To meet the delivery needs for sewage from ships calling at the Port, the Contractor in charge of collecting liquid sewage from ships deploys suitable road tankers, after a relevant notice from the ship served. The sewage delivery is done by land using special road tankers for sewage, which is then transferred for final disposal to a licensed Sewage Treatment Center, i.e., the biological treatment of Thessaloniki, in Sindos.

6.6 Sewage/ garbage from Ships - ANNEX V

Based on the Port's data presented in Chapter, the quantities of liquid oily waste of all categories expected to be delivered, vary between **1100 and 1500 m^3 per year.** The delivery of solid waste from the ships is done either by land, on the port quays or by sea, depending on the berth, anchorage, mooring position of the ship served. Thus, for waste collection by sea, vessels will also be used (self-propelled and trailers) and for the waste collection by land, appropriate licensed skip hoists or Hook-Lift vehicles will be used for the carriage of the waste, and special equipment, when necessary. The waste management Contractor of ThPA has all the necessary equipment (vehicles, bins, storage means etc.) to collect waste either by land or by sea.

6.7 Existing facilities in the Thessaloniki Port

6.7.1 Reception facility Contractor

The services related to the reception of waste and cargo residues generated by ships calling at the Thessaloniki Port is performed exclusively by the **waste reception facility Contractor.** To this end, a contract was signed on 01/01/2020 between ThPA SA and the private company with the distinctive title "**NORTH AEGEAN SLOPS S.A.** https://www.northaegeanslops.gr**).** The contract duration is set at 6 months, until the end of June 2020. Any change in the Waste reception facility Contractor of Thessaloniki Port implies a revision of this Plan in order to describe and integrate any changes.

NORTH AEGEAN SLOPS S.A. has a long-standing experience and specialization in the provision of ship-generated waste reception facilities and holds all the necessary licenses and approvals for performing the services; it also has a fleet of the necessary vessels and land-based means to collect and further manage the waste.

6.7.2 General characteristics and specifications

The vessels and land-based vehicles used by the Contractor meet all the requirements of the applicable Legislation in terms of safety and protection of the land and marine environment, and are equipped with the necessary licenses. The type and capacity of the vessels and land-based vehicles are sufficient to meet the needs of Thessaloniki Port, as they emerge for each period in order not to cause undue delay or extra financial burden to the ships served. Besides, the Contractor's oily waste treatment means (floating separators) are insured for the damage from oily pollution, according to the provisions of the international conventions and the national legislation.

The contractor holds valid Decisions Approving Environmental Conditions and relevant operation licenses for oily waste temporary storage facilities.

For each category of waste (hazardous or non-hazardous, liquid, solid), separate delivery-carriage equipment is used. The cleaning of provisional storage means and other equipment (e.g. Road tankers, bins), and their disinfection and maintenance are held regularly in workshops and facilities (outside

the Port) that hold the necessary license for this type of maintenance/cleaning, and in such a way as to avoid pollution sites and protect public health.

The vessels and land-based vehicles that will be used throughout the duration of this plan can only be replaced by other at least equivalent.

The waste port reception facilities are available 24/24, seven days a week.

Within the framework of the works certification in line with the international and/or European standards, the contractor holds an environmental management system certificate according to ISO 14001:2004 standard, the ISO 9001:2008 quality standard and the OHSAS 18001:2007 Hygiene & Safety standard, indicating the special scope of the works he offers and the certification according to ISO 16304:2013 quality standard.

6.7.3 Size and type of waste reception facilities

Based on the characteristics of ThPA SA port facilities, the abovementioned assessment of waste quantities and types, the available service data, the total equipment of the waste reception facilities (quantity, type, size) available at the Port of Thessaloniki, through the contractor, is the following:

Oily waste

- One (1) oily waste storage land-based installation.
- One (1) self-propelled reception vessel for the temporary storage and treatment of oily waste, under the name “TASOS II”, Ν.Θ. 217. The vessel has the possibility to receive and temporarily store oily waste.
- One (1) towed reception vessel for the temporary storage and treatment of liquid oily waste, under the name ASINIOS LITHOS, Ν.Π. 170. The vessel has the possibility to receive and temporarily store oily waste.
- Four (4) road tankers with registration number ΕΚΕ 3313-P38310 (with vacuum pressure), ΕΚΒ 4345 – P27705, ΕΚΕ 2443 – P35448, ΝΗΕ 9232 (with vacuum pressure), for the collection and carriage of liquid oily waste.
- One (1) road tanker with registration number ΕΚΕ 3313-P38290, for the collection and carriage of waste oils.

Sewage

- Two (2) road tankers with registration numbers ΝΧΥ 1645 and ΝΧΥ 2129, for the collection and carriage of sewage.

Garbage

- One (1) self-propelled vessel for garbage reception under the name “ALKIPPI” Ν.Θ. 1200.
- Two (2) specially designed vehicles with registration numbers ΝΗΟ 9484 and ΝΙΙ 6338 for the disposal and carriage of container bins with 7-10 m3 capacity.
- Two (2) specially designed vehicles with registration numbers ΝΗΟ 1197 and ΚΟΚ 5093 for the disposal and carriage of container bins with over 30m3 capacity.
- Five (5) container bins with a 7-10 m3 capacity.
- Five (5) container bins with an over 30 m3 capacity.

Dangerous and Special Waste

- One (1) road tanker with registration number ΝΙΟ 5932 for the reception and carriage of

dangerous liquid waste and residues.

- One (1) covered van-type truck with registration number NIM 1301 for the collection and carriage of spent batteries and accumulators and other materials.
- One (1) closed reefer with registration number NIO 1537 for the reception and carriage of dangerous health unit waste.
- One (1) closed reefer with registration number NIY 7311 and approval code EL54NIY7311Y1,2,3-045, for the collection and carriage of animal by-products.
- Packaging (big bags, drums etc.) certified according to the UN (according to the provisions of the IMDG code and the ADR agreement) and suitable for the packaging of dangerous solid waste.

6.8 Facility technical description

The technical specifications of the non-hazardous solid waste temporary storage equipment (bins, containers) and the transport vehicles are compliant with the terms of the JMD 114218/1997 (Β΄1016). Likewise, with regard to hazardous waste, the above specifications for the vehicles used are compliant with the terms of the JMD 24944/1159/06 (Β΄ 791) and ADR.

The operation of the vessels is governed by the licenses, certificates and protocols they are equipped with based on the applicable legislation. The land-based storage facilities for the liquid oily waste have a valid DAET decision and a relevant operation license.

6.8.1 One oily waste storage land-based installation

The Contractor owns land tanks for the storage of liquid oily waste collected from ships and other sources, which are manufactured according to the JMD Η.Π. 24944/1159 /06. These are four identical horizontal metal tanks, with heating option, located at the western side of the base of Pier 6, of Thessaloniki Port and a total capacity of 1440 m^3.

The tanks are all equipped with safety and control devices, such as a) level indicator for visual inspection, b) ventilation system, c) security system against overflow and excessive pressure, d) lightning protection, e) pressure indicator. The tanks are surrounded by a spillage collection system and also have control and early warning system for spill or accident early warning systems. The waste reception and delivery to the tanks can either be done by land using a road tanker or by sea using a vessel.

6.8.2 Oily waste floating reception - treatment - storage facilities

The floating facility under the name TASOS II, Ν.Θ. 217, fulfils approved environmental operation terms and the operation requirements of the M.D. 3231.8/1/1/89 “Licensing Terms and Conditions for ships and floating crafts used as floating oily residue reception facilities” and the Port General Regulation 34 “Requirements and safety measures for the reception of oily residues from ships”. The vessel is self-propelled, has a net capacity of 422.17m^3, length 41.10m, width 6.5m, registration depth 2.65m and horsepower 612 BHP. It has a suitable separation system ensuring that the oil content of the water produced and discharged into the sea does not exceed 5 ppm. It has a DPL-15 concentration meter compliant with the MEPC 60(33) decision of the IMO controlling on an ongoing basis the clarity of separated water after its outflow from the oil/water separator. Also, it is fitted with a detector of the oil/water interface, according to the requirements of the M.D. 181053/ 960/ 84/23.3.84. The vessel has a separate collection tanks for the oily waste, with a total capacity of 70 m^3.

Fig.1 TASOS II vessel, Ν.Θ. 217.

The floating facility under the name *ASINIOS LITHOS,* Ν.Π. 170, fulfils approved environmental operation terms and the operation requirements of the M.D. 3231.8/1/1/89 "Licensing Terms and Conditions for ships and floating crafts used as floating oily residue reception facilities" and the Port General Regulation 34 "Requirements and safety measures for the reception of oily residues from ships". The vessel is towed, has a net capacity of 2296,23m^3, length 76.70m, width 10.95m, registration depth 2,50m. It has a suitable separation system ensuring that the oil content of the water produced and discharged into the sea does not exceed 5 ppm. It has a BILGMON-488 concentration meter compliant with the MEPC 107(49) decision of the IMO controlling on an ongoing basis the clarity of separated water after its outflow from the oil/water separator. Also, it is fitted with a detector of the oil/water interface, according to the requirements of the M.D. 181053/ 960/ 84/23.3.84. The vessel has two separate collection tanks for the oily waste, with a total capacity of 24 m3.

Fig.2 ASSINIOS LITHOS vessel , Ν.Π. 170.

6.8.3 Road tankers for the reception of oily waste and waste oils

The road tankers collecting and carrying oily waste carry, inter alia, a Certificate of Suitability based on ADR (not required for the waste oils transportation vehicle), a relevant vehicle registration certificate, an insurance policy. The other road tanker has the same license for carrying waste oils. Every vehicle

has certified long collection pipes (hoses), per vehicle type, a suitable pump unit with gear pipe or vacuum pump (the vehicle EKE 3313), possibility to connect with the International Shore Connection (Annex I of MARPOL), marine environment protection equipment, in accordance with the provisions of the P.D. 55/98, appropriate labelling and safety equipment (e.g. High visibility vest, first-aid kid, fire extinguishers, work gloves, jumpsuits etc), hazard label and marking plate depending on the carried waste. The vehicles are operated by drivers who hold an ADR-Professional Competence Certificate.

The road tanker *EKB 4345 – P27705* is used for the carriage of oily waste, is a tractor with a semi-trailer tank, with a tank volume of 30m^3, a useful weight of 25850 kg and a possibility to carry Class 3 and 9 cargoes. The road tanker *EKB 3313 – P38310* is used for the carriage of oily waste, is a tractor with a semi-trailer tank, with a tank volume of 27m^3, a useful weight of 32000 kg and a possibility to carry Class 3 cargoes. The road tanker ***EKB 3270*** is used for the carriage of oily waste, is a tractor with a semi-trailer tank, with a tank volume of 25.476m^3, a useful weight of 19845 kg and a possibility to carry Class 3 cargoes. The road tanker *NHE 9232* is used for the carriage of oily waste, is a tow truck with a trailer tank, a trailer tank volume of 17,5m^3 and a trailer tank useful weight of 11930 kg, a trailer tank volume of 12,5m^3 and a trailer tank useful weight of 8770 kg, and a possibility to carry Class 3 cargoes on the two tanks. The road tanker *EKE 3313 – P38290* is used for the carriage of waste oils, is a tractor with a semi-trailer tank, with a tank volume 28m^{3}and a usefeul weight of 20230 kg.

Tanker EKE 3270

Tanker NHE 9232

Tanker EKB 4345 – P27705

Tanker EKE 3313 – P38310

6.8.4 Road tanker for the reception of liquid hazardous waste

The road tanker with registration number *NIO 5932* is used from the carriage of hazardous liquid waste, is a tractor with a semi-trailer tank, a tank volume of 27,71m^3 and possibility to carry Class 3, 6.1, 6.2 and 9 cargoes. It carries, inter alia, an ADR Certificate of Suitability, a vehicle registration certificate and a valid insurance policy. Every vehicle has certified long collection pipes (hoses), per vehicle type, a suitable pump unit with vacuum pump, possibility to connect with the International Shore

Connection (Annex I of MARPOL), marine environment protection equipment, in accordance with the provisions of the P.D. 55/98, appropriate labelling and safety equipment (e.g. High warning vest, first-aid kid, fire extinguishers, work gloves, jumpsuits etc), hazard label and marking plate depending on the carried waste. The vehicle is operated by drivers who hold an ADR-Professional Competence Certificate.

Road tanker NIO 5932.

6.8.5 Sewage reception road tankers

For the reception of sewage from ships, special road tankers are used with registration numbers *NXY 1645* and *NXY 2129*. The road tankers have a valid license for sewage collection. Both vehicles have a gross weight of 33 tn and all necessary pumping systems, as well as the standard connectors required by the International Convention MARPOL 73/78 for the ship-generated sewage collection, i.e. Flexible pipes suitable for sewage with an option to connect with International Sewage Connection (Annex IV MARPOL) or a standard connector 150 4567 (Shipbuilding – Yachts – Waste water fittings). The vehicles are fitted with anti-pollution devices and are operated by experienced drivers. The vehicle with reg. number NXY 2129 has a useful depth of 20665 kg, while the vehicle with reg. number NXY 1645 has a useful depth of 18710 kg.

Vehicle NXY 1645

Vehicle NXY 2129

6.8.6 Floating facility for the reception of garbage

The self-propelled floating garbage reception facility under the name ALKIPPI, Ν.Θ. 1200 meets the requirements of the M.D. 181051/1090/82/13-4-82 (GG 1135B' /14-12-82) “Terms and Conditions for recognition of ships or lighters or floating crafts used as reception facilities for garbage from ships”. The vessel has special skip containers of a total capacity of at least 10m^3, which are received by land

using special company vehicles suitable for loading/unloading and for the carriage of such containers. The vessel has a length of 13.5m, width 4.0m, registration depth 1.94m, horsepower 480BHP and VHF/DSC transceivers as telecommunication means.

Fig.3 The garbage reception vessel ALKIPPI, N.Θ. 1200

6.8.7 30-35m³ Container Transport Vehicles

The trucks with the registration number *NZN 1197* and *KOK 5093* have a hook-lift loading equipment and meet the operation requirements set out in the JMD 114218/17-11-1997. They can carry open-top container bins with a capacity of over 30m³. Waste is transferred in the container, which has a cover or is covered by tarpaulin to prevent any spillage into the environment. The unloading of waste is carried out using the container's overturning equipment. Every vehicle is equipped with a hydraulic Hook Lift loading/unloading superstructure operating with a hydraulically dumping truck/frame system and sliding rollers, with an automated container locking system on the truck. The containers are secured using a pneumatic system with 2 locks per container and a separate mechanical system with anchorage nests and 2 mechanically activated locks.

Vehicle NXY 1197

Vehicle NXY 5093

6.8.8 7-10m³ Container Transport Vehicles

The vehicles with the registration numbers *NII 6338, NKA 1651 and NIX 4506 can carry skip containers of a total capacity of 7-10m³.* The hydraulic loading/unloading system is installed on the vehicle frame and operates with a system of hydraulic rotating arms in combination with chains to hold containers. The vehicle has the capacity to load/unload containers in an horizontal position. All operational container loading/unloading-evacuation and carriage stages are performed in the safest and most automated way in order to minimize, to the extent possible, the manual interventions by the driver or other personnel.

Vehicle NII 6338

6.8.9 Container bins

The open-top containers (usually for cargoes over 30m^3) gives possibility of loading/unloading from rear doors and has a cover to prevent waste spillage while in movement. These containers have a hook for loading/unloading, which locks using a special device and unlocks for unloading garbage with roll-over. They are designed in order to meet the requirements of DIN 30722 specifications and work with vehicles equipped with the Hook Lift device. The have a front hook to be attached to the moving arm of the collection and transfer vehicle and sliding rails coupled with hydraulically controlled retention lock. The carrying capacity of the skip containers (standard size 5-10m^3) is lower than that of Roll containers, while their two sides have special hooks where the tarpaulin cover will be attached to prevent objects from falling during transportation.

Skip container

Open-top container

6.8.10 Multiple-use closed vehicle

For the carriage of relatively small quantities of waste that may be subject to alternative management (e.g. spent batteries and accumulators) and special categories/quantities of hazardous waste according to ADR, a close van-type vehicle with registration number *NIM 1301* is used. It has a valid registration card, a Technical Inspection Certification (KTEO) and a civil liability insurance policy. The transported waste is suitably packaged and stacked in special UN-approved packaging (e.g. Plastic boxes, drums, big bags) or as provided for by the alternative management systems while biodegradable waste is never transported. It is branded MERCEDES and has a useful payload of 1340 kg.

Van-type vehicle NIM 1301.

6.8.11 UN approved Packaging and other containers

This type of packaging is supplied by certified UN packaging agents, according to the international agreements IMDG and ADR on packaging and transfer of hazardous material of all classes. The packaging is compatible with the type of hazardous waste collected and transferred (e.g. drums, big bags, IBC tanks). For each category of hazardous waste and each UN code, the corresponding equipment will be used taking also into account the type of waste (solid, liquid), their degree of hazard, their quantity and the other restrictions imposed by the ADR Regulation. The waste, depending on their volume and quantity, are transferred in the packaging means either manually or by pallet trucks and special lifting machines.

The bulk liquid waste (e.g. from ship tanks) are transferred either to a road tanker or to the appropriate packaging equipment (e.g. drums) using suction pumps and air operated double diaphragm pumps with grounding system. For the packaging of hazardous waste, the following packaging, per UN code is used (the list is non exhaustive, as for any waste type and quantity, the most suitable packaging is suggested based on special packaging instructions): 1A2 steel drums, 1H2 plastic drums, 3H2 plastic jerricans, 13H big bags, 4G Fibreboard Boxes and 4A steel boxes. In the case of primary waste collection falling under the provisions of Law 2939/2001 and the respective alternative management systems, the packaging is compatibale with the terms set out in the respective P.D.s for each waste.

Fig.4 Hazardous and special waste packaging

6.8.12 Health unit waste transport vehicle

For the reception of garbage related to waste from medical service provided on ships, a closed reefer with registration number *XKN 1537* and a useful weight of 3540 kg is used. The vehicle meets the operation requirements set out in the JMD 146163/2012 and is authorized to carry hazardous medical waste. It is properly marked with the international danger sign, it is completely closed, sealed, with a possibility of cooling to ≤8 0C, easily washed and disinfected, equipped with the suitable cargo safety

system to immobilize it during transport, has the necessary protective clothing, tools and disinfectant, as well as special indicators to collect and examine liquid spillage, and a logbook to record data and shifts of the waste transporters.

Fig.5 The vehicle XKN 1537 for the reception of hazardous medical waste

6.8.13 Animal by-products transport vehicle

For the transport of animal by-products under category 1,2,3, a closed reefer with registration number *NIY 7311* and a special approval code number EL54 NIY-7311 Y1,2,3-045 is used. The vehicle meets the operation requirements set out in the P.D. 211/2006. The vehicle's appropriateness license has been approved by the Veterinary Department of the Rural Development and Veterinary of the Region of Central Macedonia. The vehicle has separate space and bins per category of animal by-product, as well as a special cooling system capable of cooling to -200C. It is branded Mercedes, has a cylinder capacity of 4249cm^3 and can carry a pay-mass of 2230kg. The vehicle has all the other certificates in effect, such as the Technical Inspection Certification (KTEO), Exhaust Control Card, insurance policy.

Figure 1: The animal by-product reception vehicle NIY 7311

6.9 Means and equipment maintenance

The garbage transporting vehicles and the container bins are cleaned and disinfected regularly in order to be kept in excellent cleaning condition, avoid pollution sites and protect public health.

The cleaning of the vehicles is done in legally authorized vehicle washing installations, outside Thessaloniki Port, which have impermeable floor and a suitable system for the collection and/or treatment of liquid waste produced from the washing of the equipment. The liquid waste running off shall be collected by a legally authorized company and driven to waste treatment units of the area.

6.10 Waste reception facility and equipment parking area

The area conceded by the contractor for arranging the waste reception facility is shown on the plan of Annex XVII, which also includes a photographic documentation of the current condition and the equipment parking area. This area may be used as a parking area for the vehicles and the Contractor's remaining equipment (e.g. recycling material containers, dangerous waste reception packaging, anti-pollution means), during working hours or not.

Outside business hours, a specific position in Quay 13 and 12 of the port (Fig. 21) can be used as a berth of the oily waste and garbage reception vessels. This place is also used for the transhipment of waste from the floating facilities to the land-based transportation means (transfusion through pipes for oily waste, transhipment of container bins for garbage). The position on Quay 13 is used by the two floating separators in the case of treatment of oily waste. In case of waste reception from a ship located in the port's outer anchorage, the Contractor's floating facilities berth on the side of the ships.

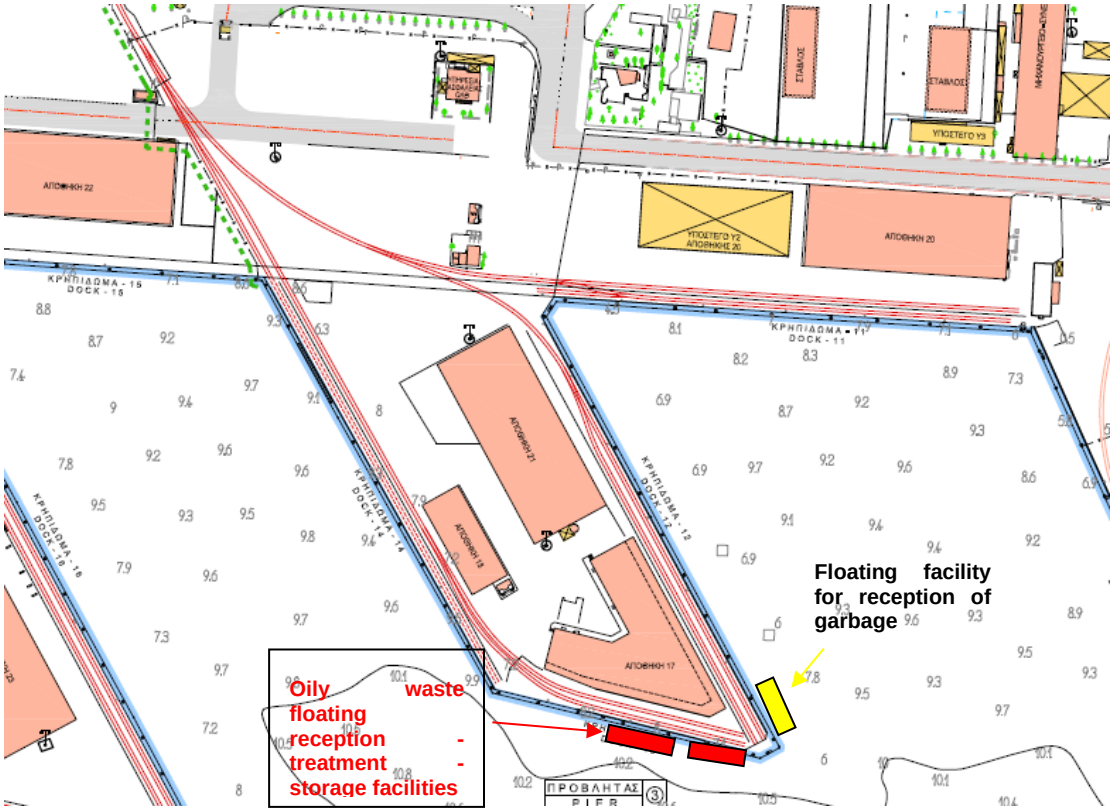


Fig.6 Vessel berthing place in Pier 3.

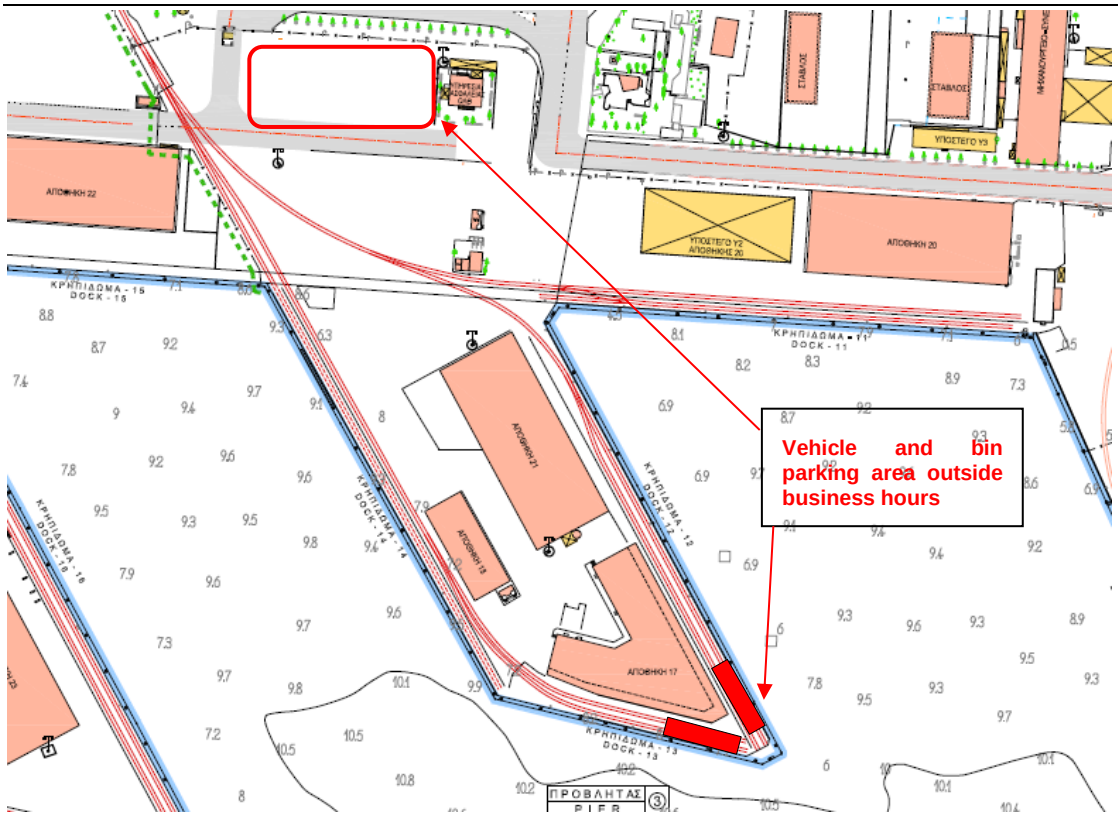


Fig.7 Vehicle and container bin parking area, outside business hours

Outside business hours, vehicle and container bin parking is possible in an area located in Quay 12 and 13 or in an area at the base of Pier 3, after Quays 11 and 12 (Figure 22). This is an open air area at the base of Pier 3, paved with asphalt and with a fence in the sides B-A-D, used as a parking area for vehicles related to the Port. It is noted that the Contractor's equipment can be parked in this specific area only if it is empty and previously washed. If the vehicles need to perform an operation (waste reception request), they park temporarily at a suitable spot of the Port Quay, close to the ship served.

6.11 Additional facilities required in the Port of Thessaloniki

Currently, the available ship-generated waste and cargo residues reception and management facilities and installations sufficiently meet the needs of the Port of Thessaloniki. However, given that the Port of Thessaloniki is in the process of making investments aiming at increasing throughput and attracting more cargoes, extra facilities of a size and type proportional to the needs, may be required in the future. If new ship-generated and cargo residues reception and management facilities are added, this Plan will be adjusted accordingly to include them.

7 WASTE RECEPTION AND MANAGEMENT METHODOLOGY AND TECHNICAL SPECIFICATIONS

7.1 Introduction

This chapter describes the procedures followed during the management of waste and cargo residues generated from ships calling at the port.

The waste reception from the ships is done using the Contractor's equipment, in case of a request by a ship and irrespective of the quantity of waste it intends to deliver, without causing any undue delay to the ships.

The reception takes place every day, on the weekends and holidays, 24 hours a day. Also, all ships are served, irrespective of their flag, type and size. The ships are served depending on the needs and their wish, provided that the objective safety conditions and port operations allow so.

It should be noted that all reception and management works and procedures are compliant with this plan and the applicable provisions of laws and ministerial decisions on waste collection, transport, treatment, storage and disposal/recovery from ships by the national, Community and international legislation.

After the completion of the waste delivery from a ship, a reception receipt is granted to the ship, indicating, inter alia, the quantity and type of waste, the ship's name, the work starting and ending hours. The receipt is signed by the master of the ship that delivered the waste and the reception officer.

All necessary measures are taken to prevent sea and coast pollution and address pollution incidents according to Law. 743/77 as codified by P.D. 55/98 and in force, Law 3100/03, Law 2252/94 and the P.D. 11/02, and the Port General Regulation No. 34.

Given that cargo residues can be any material of any of the categories (oily, garbage, hazardous), they are handled separately based on the procedures described in the following paragraphs.

7.2 General data per management stage

7.2.1 Reception request - Notification of information

The reception request must be submitted by the served ship or its legal representative, according to the JMD KYA 8111.1/41/09 (Article 9).

The masters of all ships (except from the fishing vessels, the recreational crafts with a license to carry up to twelve passengers, and those exempted according to Article 9 of the JMD 8111.1/41/09) calling at the port facilities of ThPA SA and regardless if they intend to use the available port reception facilities, fill in the form of Annex II of the JMD 8111.1/41/09 and notify it to ThPA SA, to the Central Coast Guard and to NORTH AEGEAN SLOPS:

a. At least 24 hours before the ship's arrival to the port, if it is known that the ship will call at the port, or

b. as soon as it becomes known, if this information is available in less than 24 hours prior to arrival, or

c. Upon departure of the ship from the previous port at the latest, if the voyage duration is

less than 24 hours.

It is stressed that the masters complete and submit the "Notification Form" regardless if they wish to deliver waste to the available for this purpose, reception facilities, or not the data completed must be true and accurate data.

In particular, for the hazardous waste and for the waste that require the issuance of a CIT cross-border license, the request for reception must be submitted by the served ship or its legal representative, during business days and hours, at least ten (10) working days before the reception, for the completion of formalities by the contractor, except in emergencies, and the requirements set in the international, national and Community legislation (Law 2203/94, Regulation 1013/2006) must be met.

After receiving the notification form, the Contractor examines it and announces within reasonable time the outcome to the interested ship by contacting it and agreeing upon any special reception details.

The masters/captains of the fishing vessels and recreational craft certified to carry up to twelve (12) passengers shall submit before the approval of departure by the Port Authority, a solemn declaration regarding compliance with the requirements of the JMS 8111.1/41/09. Copies of the solemn declarations will be granted by the Port Authorities to the interested parties to fill them in. Together with the solemn declaration, the masters/captains of the above ships will submit copies of the receipts of the most recent waste-sewage deliveries, while upon every waste delivery, the master/captain will make a relevant entry in the ship logbook.

It is noted that based on the data notification form and the waste delivery receipt, the Contractor keeps and electronic and printer database with all available data about all receptions. A similar database with the ships served is kept by ThPA SA.

Also, based on the data notification form, the reception receipt and the ship's solemn declaration, the Port Authority concerned carries out sampling controls/inspections on the ships and vessels, according to Art. 11 of the JMD 8111.1/41/09.

7.2.2 Temporary storage

At the Port of Thessaloniki, the Contractor temporarily stores only the oily waste generated from the floating oil/water separators. The temporary storage can be achieved either after the treatment of oily waste on the floating separators or in the licensed land-based storage facility for liquid oily waste located at the western side of the base of Pier 6. Temporary storage is not possible for any other type of waste given that they are all removed from the port facility upon delivery.

7.2.3 Pre-treatment

The only waste pre-treatment outside the Port Authority is carried out in the licensed floating facilities ASINIOS LITHOS and TASOS II, which are equipped with an appropriate separation system to ensure that the oil content of the water produced and discharged into the sea, does not exceed 5 ppm.

7.2.4 Final disposal / use

Based on the JMD 8111.1/41/09/2009, the Plan describes the procedures for the legal waste disposal. The same JMD, Article 12, par. 2a states that the Managing Body of the Port ensures that the treatment, recovery and final discharge of the waste produced on the ships and the cargo residues are performed based on the Law 2939/2001 (A΄ 179), the JMD 50910/2727/2003 (B΄ 1909) and the

remaining relevant Community legislation.

The final disposal/use of ship-generated waste and cargo residues is performed by the respective contractors.

7.3 Description per stage and category of waste

7.3.1 Oily waste - ANNEX I

7.3.1.1 Procedure

The reception, transport, treatment, temporary storage and further management of the oily waste includes the following basic stages:

1. Notification of the form from the ship about the intention (or not) to delivery oily waste (Annex I of MARPOL 73/78).
2. Communication of the reception facilities contractor with the representative of the ship and ThPA SA, if required.
3. Setting the service date and hour.
4. Performance of any customs formalities (e.g. customs authorization issuance, presence of customs employee and customs broker).
5. Call of the collection equipment (vehicle, vessel) at the reception location.
6. Use of the personal protective equipment and implementation of safe work instructions.
7. Before the start of oily waste delivery, the competent officer of the served ship together with the person in charge of the collection equipment (vehicle driver, vessel's Captain) complete and sign an Oil Transfer Checklist, to ensure the proper transfusion process and the safety of the crew/personnel and the environment.
8. Compliance with all waste transfusion and environmental protection safety measures, before, during and after the waste collection, in conformity with the applicable international, European and Greek Legislation.
9. Waste delivery and collection through the ship's pumping devices, while in some cases, it is possible to use the Contractor's pumping system.
10. The waste oils are received in separate tanks from the other oily waste.
11. Issuance and watchkeeping of a reception receipt copy.
12. Transhipment of the treated waste from the floating separators either to the oily waste storage tanks operated by the Contractor in the port, to a tanker that will deliver them to a national or foreign facility which is authorized/recognized by the Ministry of Environment and Energy and has a recovery/disposal license for such waste, or to the country's refineries.
13. If the oily waste is driven firstly to the storage tanks, once a sufficient quantity for transfer is collected, it is transfused to a tanker or a road tanker for delivery, as mentioned above, to a national or foreign facility authorized/recognized by the Ministry of Environment and Energy, which has a recovery/disposal license for such waste, or to the country's refineries.
14. The waste oils (used mineral oils) will be transferred to recognized regeneration installations, provided that they have been previously delivered to the Collection Centres of the Alternative

Management System ENDIALE for inspection and in conformity with the terms of the PD 82/2004 (GG 64 A').

15. Issuance and watchkeeping of documents about the waste delivery to the final recipients (e.g. Identification forms of hazardous waste, delivery certificates).

7.3.1.2 Customs Code

Upon delivery and further management of the oily waste, all the procedures and formalities provided for by the applicable Customs Code (Greek and Community), the M.D. "Setting the customs oil ballast collection and handling customs procedure" (GG 1074/B/1978) and all applicable provisions, must be followed. It is a clear obligation of the waste collector to complete all formalities such as the issuance of the customs authorization and Form T1, as well as the presence of a customs officer and a customs broker.

7.3.1.3 Controls upon reception-delivery

Prior to reception, the persons in charge of the collection equipment and ship served ensure, insofar as they are concerned, that:

- The ship is securely anchored/berthed,
- The delivery/reception process has been planned and agreed,
- The immediate halt to the process in case of an emergency has been planned and agreed,
- There is an effective communication system between the ship and tanker,
- There is an alternative communication system in the event of a failure of the main system.
- The available free space in the tank is sufficient for the quantity of oily waste that will be received,
- Spillage collection systems have been placed under the connection points,
- The flexible pipes are in an excellent condition and properly mounted.
- The piping layout is correct,
- The depollution equipment is in running order,
- Inspection of the oil residues valve on the ship for spillages.
- Check the temperature of waste to be received
- Control and test of automatic stop of MARPOL pump, by pressing on the EMERGENCY STOP button, as provided for by the I.C. MARPOL 73/78,
- Ban on smoking throughout the delivery-reception procedure,
- The reception throughput is specified;
- There is a "National Oil Pollution Emergency Plan" and the equivalent plan on behalf of the ship served.

During the collection of oily waste, the person in charge of the collection equipment must inspect and ensure that:

- There is no spillage in the joints and the transportation flexible pipes.
- To reduce pressure in the tanks being filled up, either by slowing down filling throughput or by a controlled opening of the valves of the adjacent tanks that will be filled next,
- While the other tanks are being filled, the valves of the tanks that are filled are closed and there is sufficient ullage left on the waste surface,
- To not close the reception valves without prior consultation with the persons on the ship in charge of the delivery,

- To give the necessary early warning to the persons on the ship in charge of the delivery, about the completion time of the reception process and, in any case, before the final warning about the immediate halt of the process,
- To leave sufficient ullage on the last tank, in order to allow pipe drainage after the end of the process.

After the end of the delivery process, the person in charge of the collection equipment must inspect and ensure that:

- The flexible pipes have been drained before disconnection
- The reception valves are closed
- Blind flanges are placed on the edges of the reception valves immediately after the removal of flexible pipes
- take measurements in all waste tanks after leaving sufficient ullage in each tank for reasons of thermal expansion

7.3.1.4 Treatment

The collected oily waste can be treated in the contractor's two floating separators.

The operation of the floating separator ASINIOS LITHOS Ν.Π. 170 includes the following phases (a detailed description is given in the relevant endorsed Environmental Impact Assessment):

- Reception of liquid oily waste
- Treatment of the liquid oily waste (not the WLO) through:
  - Separation of water from oil through natural flotation
  - Coacervation - Flocculation
  - Dissolved Air Flotation
  - Biological treatment
- Temporary storage of oily waste, WLO and separation products

The operation of the floating separator TASOS II, Ν.Θ. 217 includes the following phases (a detailed description is given in the relevant endorsed Environmental Impact Assessment):

- Reception of liquid oily waste
- Liquid oily waste (not the WLO) treatment through separation of water from oil through natural flotation
- Temporary storage of oily waste, WLO and separation products

The vessels have a proper separation system ensuring that oil content of the water discharged into the sea, does not exceed five 95 parts per million (5ppm). Also, they are equipped with a certified concentration meter compliant with the decisions MEPC 60(33) and 107(49) MEPC of the IMO controlling on an ongoing basis the clarity of separated water after its outflow from the oil/water separator. Hence, the water discharged into the sea contains, based on existing experience, oily content of less than 5 pp, (usually 1-3%).

7.3.1.5 Storage

After the treatment of oily waste in the floating separators, the resulting waste is temporarily stored in them until it is forwarded either to the Contractor's storage tanks, located in the Port of Thessaloniki, or to other authorized facilities, in Greece or abroad, for final disposal / recovery.

For receiving the waste to the storage land-based facility, the person responsible for the facility inspects, firstly, the accompanying documents of the waste cargo. Upon delivery, he controls the quantities of incoming waste (weight and volume) and their identity. In the event of a discrepancy, during identification, between the waste to be received and the data on the accompanying documents, the waste is rejected. All data and delivery and reception documents (e.g. data, quantity, type of waste, number of tank, delivery or reception means, waste destination, identification forms, weighing notes) are kept in a suitable file by the facility officer.

It is noted that in case of reception of waste oils, they are temporarily stored in them until they are forwarded to Collection Centres recognized by the Alternative Management System ENDIALE and in conformity with the terms of the PD 82/2004.

7.3.1.6 Transhipment

The transhipment from the Contractor's vessels to a road tanker is performed in conformity with the safety measures and marine environment protection measure explicitly stated in Articles 4, 5, 7 and 8 of the Port General Regulation 34.

The transfusion from the vessels to the storage tanks (and from the tanks to the tanker) is performed in accordance with the approved environmental terms thereof, the port regulations and the relevant international guidelines (International Safety Guide for Oil Tankers and Terminals, 5th Edition). The transfusion from/to a vessel is performed on a Quay at the base of Pier 6, where the pipe/duct starting from the facility pumping station ends.

For the transhipment of waste to/from the tanks from/to the vessel or the road tanker, a Hazardous Waste Identification Form is issued.

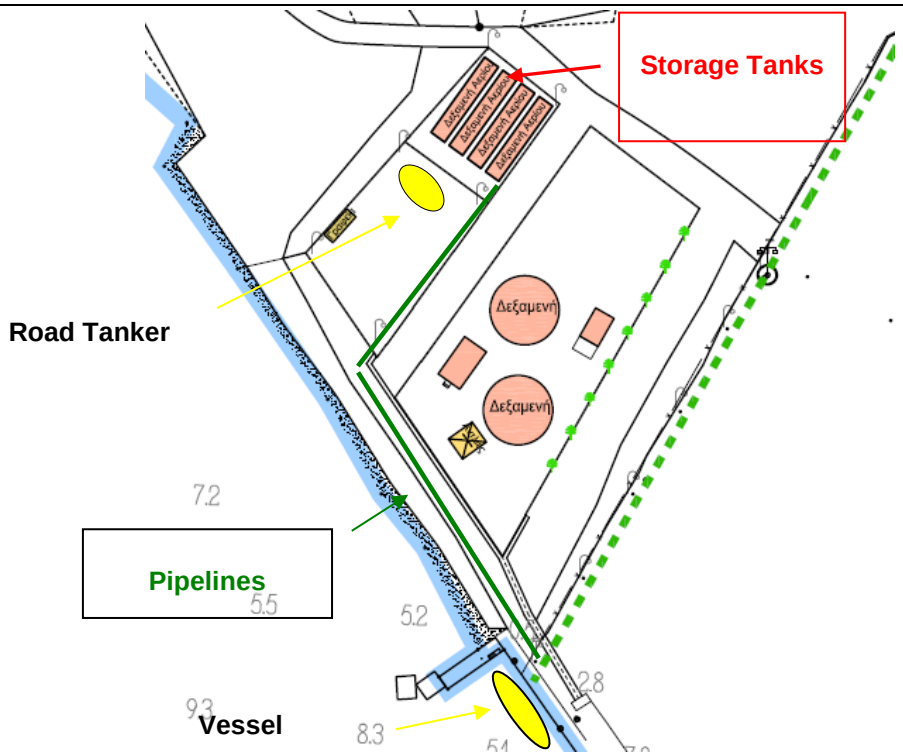


Fig.8 Position of the vessel and the road tanker during the transfusion of waste from/to the tanks

7.3.1.7 Waste Lubricating Oils

Waste lubricating oils (free from other waste) are delivered and received separately from the other oily waste (in separate tanks), and are then delivered to recognized regeneration facilities, provided that they have been previously delivered to the Collection Centres of the Alternative Mangement System ENDIALE for inspection and in conformity with the terms of the PD 82/2004 (GG 64 A').

If the composition of collected waste is such that it does not allow their further use, according to the specifications of the Collection Centres, they will be handled as oily waste. If the waste lubricating oils contain PCB/PCT in a concentration greater than 0.005% (50 ppm), their handling will be subject to the provisions of the JMD 7589/731/2000 on the "Specification of measures and conditions for the management of polychlorinated biphenyls and polychlorinated terphenyls". The contractor has signed a cooperation agreement with the ENDIALE system.

7.3.1.8 Disposal / Recovery

The final disposal/recovery of oily waste is done in licensed/recognised by the Ministry of Environment and Energy facilities in Greece or abroad, which have the recovery/disposal license or in the country's refineries.

The contractor has valid contracts with licensed final recipients in Greece or abroad where he can transfer the oily waste for disposal/recovery.

For instance, the Contractor's cooperation with the company KAVALA OIL SA, which, based on Paragraph A.5.6 of the Approved Environmental Terms of its operation (ΙΡΝ: ΒΛΓΨ0-ΒΦ7), the oily waste is subject to treatment in a system of four parallel oil separators (SE-661 A/B/C/D) with gravity and coacervation with a capacity of treatment up to 68,1 m^3/h, which then flow to the oil removal collector and are discharged to the oil recovery tank (SE-661TK-1) and then pumped to crude oil storage tanks. The treated water flows from the oil separators to the waste water drain No1 and then, through pumps, to the cooling water outlet pipe.

7.3.1.9 Waste mixing

There will be no mixing with other categories of hazardous or non-hazardous waste at any stage of the collection, storage, transfer, and treatment (e.g. Oily waste with waste oils, addition of other impurities or substances).

7.3.2 Sewage from Ships - ANNEX IV

7.3.2.1 Procedure

The waste delivery and management procedure includes the following stages:

- Notification of the form from the ship about the intention (or not) to deliver sewage (Annex IV) of MARPOL 73/78).
- Review of the form by the contractor (NORTH AEGEAN SLOPS).
- Communication of the reception facilities contractor with the representative of the ship and ThPA SA, if required.
- Setting the service date and hour.
- Call of the collection equipment (vehicle, vessel) at the reception location.
- Use of the personal protective equipment and implementation of safe work instructions.
- Before the start of sewage delivery, the competent officer of the served ship together with the person in charge of the collection equipment agree to respect specific processes and safety measures, to ensure the proper transfusion process and the safety of the crew/personnel and the environment.
- Compliance with all waste transfusion and environmental protection safety measures, before, during and after the waste collection, in conformity with the applicable international, European and Greek Legislation.
- Waste delivery and collection through pumping devices of the ship or the collection equipment.
- Issuance of a reception receipt and delivery of a copy to the served ship.
- Transfer of sewage to a licensed Biological Treatment of the area (e.g. Nea Michaniona, Sindos) run by EYATH SA company.
- Issuance and watchkeeping of documents on the delivery of sewage to the facility.

7.3.2.2 Controls upon reception-delivery

Prior to reception, the persons in charge of the collection equipment and the ship served ensure, insofar as they are concerned, that:

- The ship is securely anchored/berthed,
- The delivery/reception process has been planned and agreed,
- The immediate halt to the process in case of an emergency has been planned and agreed,
- There is an effective communication system between the ship and the shore,
- There is an alternative communication system in the event of a failure of the main system.

- The available free space on the tank is sufficient for the quantity of oily waste that will be received,
- spillage collection systems have been placed under the connection points,
- The flexible pipes are in an excellent condition and properly mounted.
- The piping layout is correct,
- The depollution equipment is in running order,
- The waste reception/delivery valves that will not be used are closed,
- The valves of the system outflowing to the sea that may be connected to the waste reception/delivery system are closed,
- All drainages on the deck have been filled in;
- The reception throughput is specified;
- there is a "National Oil Pollution Emergency Plan" and the equivalent plan on behalf of the ship.

During the collection of sewage, the person in charge of the collection equipment must inspect and ensure that:

- There is no spillage in the joints and the transportation flexible pipes.
- Sufficient ullage has been left on top of the waste surface,
- To not close the reception valves without prior consultation with the persons on the ship in charge of the delivery,
- To give the necessary early warnings to the persons onboard the ship in charge of the delivery, about the completion time of the reception process and, in any case, before the final warning about the immediate halt of the process,
- To leave sufficient ullage on the last tank, in order to allow pipe drainage after the end of the process.

After the collection of sewage, the person in charge of the collection equipment must inspect and ensure that:

- The flexible pipes have been drained before disconnection,
- The reception valves are closed,
- Blind flanges are placed on the edges of the reception valves immediately after the removal of flexible pipes,
- To take measurements in the tank.

7.3.2.3 Storage / Transhipment

Storage or transhipment of sewage to solid tanks, other vehicles or facilities is not practiced in Thessaloniki Port.

7.3.2.4 Treatment and disposal

The treatment and disposal of waste takes place in the Biological Treatment Unit of EYATH in Nea

Michaniona or Sindos, where waste is transferred.

7.3.3 Garbage from Ships - ANNEX V

7.3.3.1 Procedure

The garbage delivery and management procedure includes the following stages:

- Notification of the form from the ship about the intention (or not) to deliver garbage (Annex V of MARPOL 73/78).
- Review of the form by the contractor.
- Communication of the reception facilities contractor with the representative of the ship and ThPA SA, if required.
- Setting the service date and hour.
- Call of the collection equipment (vehicle, vessel) at the reception location (vessel, container bin).
- Use of the personal protective equipment and implementation of safe work instructions.
- Garbage separation in recyclable or not, under the responsibility of the ship, in separate packaging and without mixing with other categories of waste, as defined by the Annex V of the I.C. MARPOL 73/78 called at Thessaloniki Port.
- Delivery of ordinary garbage (domestic, food) in sealed bags without any spillage and disposal in the container bin.
- If the ship intends to deliver spent batteries and accumulators, used electronic or electric equipment, empty packaging of non-hazardous materials, plastics, incinerator ashes, cooking oil, animal by-products or hazardous medical waste, they will be delivered in sealed bags or in other suitable containers and will be received separately from the other ordinary biodegradable waste in order to be further handled.
- Visual inspection of the waste to be received by the person in charge of the collection equipment, in order to establish, if possible, their compliance with the data notification form and the categories of Annex V of the I.C. MARPOL 73/78, and their possible mixing with other categories of waste or the existence of impurities and hazardous substances.
- Cleaning of the garbage collection and delivery area from any spillage, after the end of the delivery process.
- Issuance of a reception receipt and delivery of a copy to the served ship.
- Transfer of waste, depending on their categorization based on the European Waste Catalogue, to the Mavrorachi Landfill or to legally authorized waste recovery-recycling units or to legally authorized units that have contracted with the approved by the competent Division of the Ministry of Environment and Energy, systems of non-hazardous waste alternative management.
- Issuance and watchkeeping of delivery documents to the final recipients (e.g. weigh notes, dispatch notes, delivery certificates).

7.3.3.2 Controls upon reception– delivery

During the garbage collection, the person in charge of the collection equipment must inspect and ensure that:

- If a problem emerges during collection due to a change in weather conditions (change in wind direction or increased wind strength, rainfall), the process will be halted immediately
- To give the necessary early warnings to the persons onboard the ship in charge of the delivery, about the completion time of the reception process and, in any case, before the final warning about the immediate halt of the process,

After the end of the delivery process, the person in charge of the collection equipment must inspect and ensure that the area where the collection took place is clean, free of any waste residues that may have spilled during the carriage or from the packaging.

7.3.3.3 Storage

Garbage storage in indoor or outdoor locations or other facilities is not practiced in ThPA SA facilities. A temporary storage of 1-3 days is only possible in the container bins, provided that the garbage composition allows it, until their collection by the Contractor's collection equipment.

7.3.3.4 Treatment / Separation /Disposal / Recovery

It is noted that no separation or treatment of the garbage collected from ships is practiced in ThPA SA facilities.

Depending on their type, the garbage will be disposed in Landfills (e.g. Mavrorachi), provided that they are accepted and meet the reception terms and operation technical specifications of the Landfill, or to legally authorized recovery-recycling units or to legally authorized units that have contracted with the authorized by the competent Division of the Ministry of Environment and Energy systems of non-hazardous waste alternative management.

If the recyclable waste is delivered from ships mixed with other waste or contain impurities altering their initial characteristics and, as a result, they cannot be received by the final recycling recipients based on their original categorization, they will be driven to the Landfill, as mixed municipal waste or to another suitable recipient depending on the EWC categorization.

7.3.4 Dangerous and special waste

This unit describes the main processes followed for the reception and further management of solid waste that do not fall directly under the classification and management requirements of Annex V of MARPOL 73/78 or may fall under Annexes I, II, III and VI thereto. The management of such hazardous and special waste can be broken down into the following procedures:

7.3.4.1 Management phases

A. Waste characterization and identification

This process comprises the characterization of the waste to be delivered (a sampling and chemical analysis are performed when necessary to collect the necessary information about the type and properties of waste) and their classification based on the International Carriage of Dangerous Goods by Road (ADR), the International Maritime Dangerous Goods Code (IMDG) and the European Waste Catalogue (EWC). During the waste classification, the requirements for their separation and further management are taken into account.

B. Labelling and packaging of waste

The selection, the labelling of every packaging material with the appropriate labels and the means of

transport are finalized, through the adoption of the necessary measures for securing the appropriate working conditions, the compliance with the health & safety rules and specification of the equipment required for the works.

C. Issuance of the necessary licenses, transfer, delivery of waste

In the event of characterization of such waste as hazardous, the terms of the applicable legislation on the issuance of relevant approvals and licenses, the adoption of measures for the safety and protection of the environment, the necessary infrastructure of the hazardous waste reception facilities, the use of waste etc. must be met.

7.3.4.2 Procedure

In general, the delivery and management of hazardous/special waste consists of the following main stages:

- Notification of the form from the ship about the intention (or not) to deliver hazardous or special waste.
- Communication of the Contractor's representative with the ship's representative and ThPA SA, if needed, to set the service date and hour and any other details.
- Communication of the Contractor with a unit licensed/recognized by the Ministry of Environment and Energy, where he intends to transfer the hazardous/special waste for storage or treatment (disposal/recovery).
- Designation of the collection and further management of the waste to be received by the Contractor (selection of packaging, personnel, tools, labelling, Personal Protective Equipment, anti-pollution equipment, vessel, land transportation vehicles, route, documents, delivery place and time).
- Call of the personnel and the vehicle to the served ship.
- Adoption and compliance with all measures for the safety and protection of the environment.
- Inspection of waste for identification and recognition.
- Collection of waste in suitable packaging with the appropriate labelling.
- Issuance of a delivery receipt, a Hazardous Identification Form if required and submission of a copy to the ship.
- Transfer of waste to licensed companies that can further manage such waste.
- Issuance and watchkeeping of delivery documents to the final recipients (e.g. weigh notes, dispatch notes, Hazardous Waste Identification Form).

7.3.4.3 Waste mixing

There will be no mixing with other categories of hazardous or non-hazardous waste at any stage of the waste reception and transfer procedure.

7.3.4.4 Storage

Storage of hazardous/special waste to indoor or outdoor locations or other facilities is not practiced in ThPA SA facilities.

7.3.4.5 Treatment / Separation /Recovery/ Disposal

The Contractor does not engage any separation or other treatment of hazardous/special waste received from ships in ThPA SA facilities.

The collected waste will be delivered to suitably licensed facilities in the country for their disposal (works D2 to D15) or recovery (works R1 to R13) or points of exit from the country, with a view to their cross-border transfer to other foreign licensed facilities, in conformity of the requirements of Regulation (EC) No.1013/2006.

7.3.4.6 Management legislation per type of waste

In general, the hazardous waste and cargo residues will be received and handled according to the JMD Η.Π. 13588 /725/2006 , M.D. Η.Π. 24944/1159/2006, the M.D. 8668/2007, the M.D. Η.Π. 50910/2727/2003 and, if cross-border carriage is required, according to Law 2203/1994 and Regulation 1013/2006.

Spent batteries and accumulators will be received separately from the ordinary solid waste and will be delivered, in accordance with the provisions of Presidential Decree 115/04 (GG 80A'), to the approved alternative management systems (e.g. REBATTERY, COMBATT).

The waste from electrical and electronical equipment will be received separately from the ordinary solid waste and will be delivered, in accordance with the provisions of Presidential Decree 117/04 (GG 82A'), to the approved alternative management systems (e.g. APPLIANCES RECYCLING SA).

The waste from luminaires and bulbs will be received separately from the other garbage and will be delivered, in accordance with the provisions of Presidential Decree 117/04 (GG 82A'), to the approved alternative management systems (e.g. AFIS, FOTOKYKLOSI).

The used tyres will be received separately from the other garbage and will be delivered, in accordance with the provisions of Presidential Decree 109/04 (GG 75A'), to the approved alternative management systems (e.g. ECOELASTIKA).

The fallen stock, the animal carcasses and, generally, the animal by-products will be handled in accordance with the provisions of the P.D. 211/2006 and the Regulation 1069/2009/EC and its Implementing Regulation 142/2011/EU. In the case of ports, animal by-products shall mean: a) residues from their kitchen but also the foods transferred by the passengers and the crew with their luggage from third countries for personal use and are seized and b) animals and products of animal origin non-compliant with the Community legislation. The animal by-products will be forwarded to licensed disposal, deactivation or incineration units (e.g. HALASTRA FARM).

The medical waste (dangerous health unit waste) generated from the ship's medical dispensary after provision of health care to crew members and passengers will be handled in conformity with the M.D. οικ. 146163/2012 "Measures and conditions for the health unit waste management", forwarded to relevant licensed units (e.g. EDSNA).

Also, in relation to the cooking oils (category D of garbage according to Annex V of MARPOL 73/78), will be disposed to licensed recycling units (e.g. REVIVE).

The Contractor has a valid license for the collection and carriage of hazardous waste across Greece, a license for the collection and carriage of spent batteries and accumulators across Greece, licenses for the collection and carriage of solid non-hazardous waste to all Greek regions, cooperation

contracts/agreements with licensed final recipients per category of the above waste and cooperation with recognized alternative management systems.

7.3.5 Cargo residues

Cargo residues can be a material of any of the above categories; hence, they will be handled separately, per type, following the above-mentioned procedures.

7.3.6 Management procedure summary

The following diagrams 1,2,3, and 4 present a summary of the management type of each category of waste.

Diagram 1 Oily Waste management

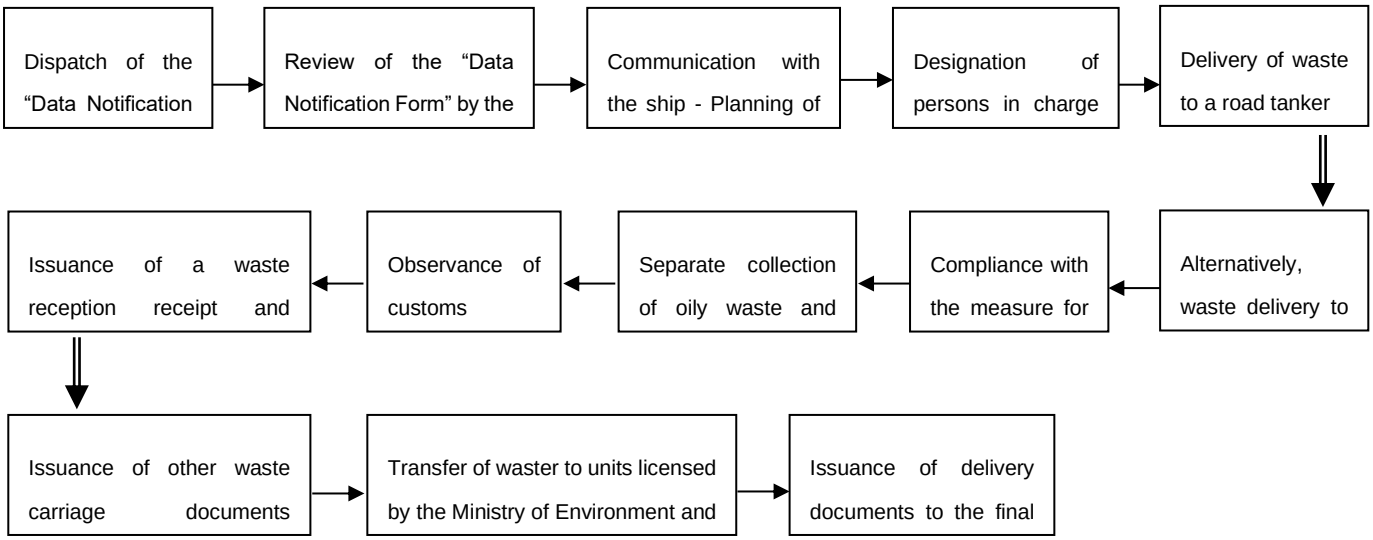


Diagram 2 Sewage management

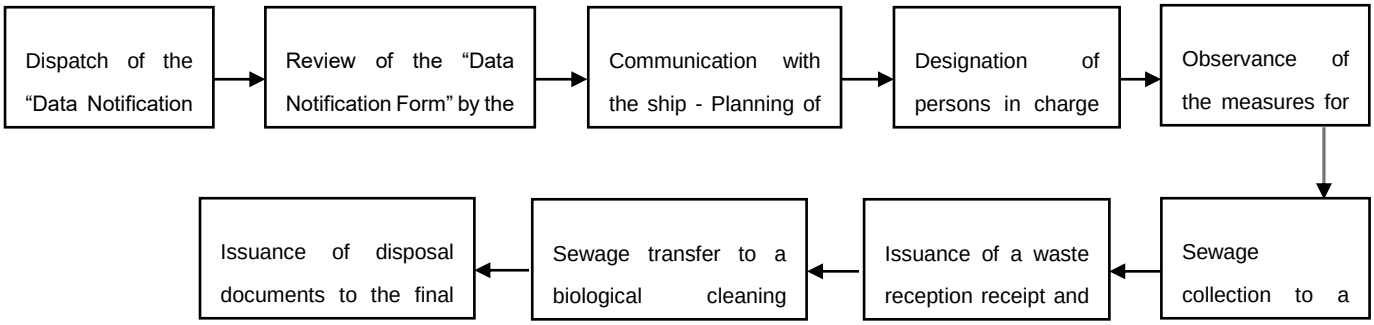
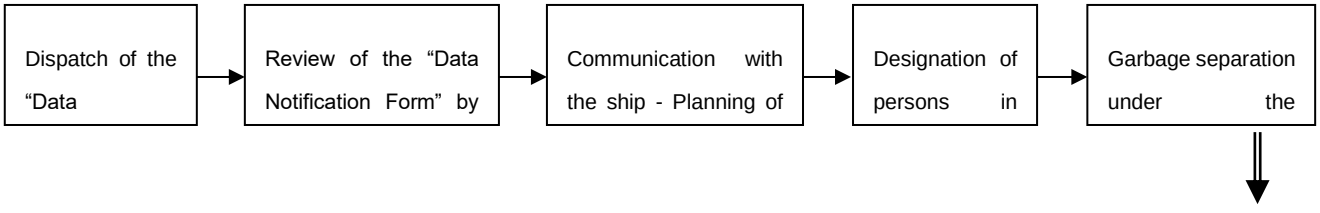


Diagram 3 Garbage management (non hazardous)



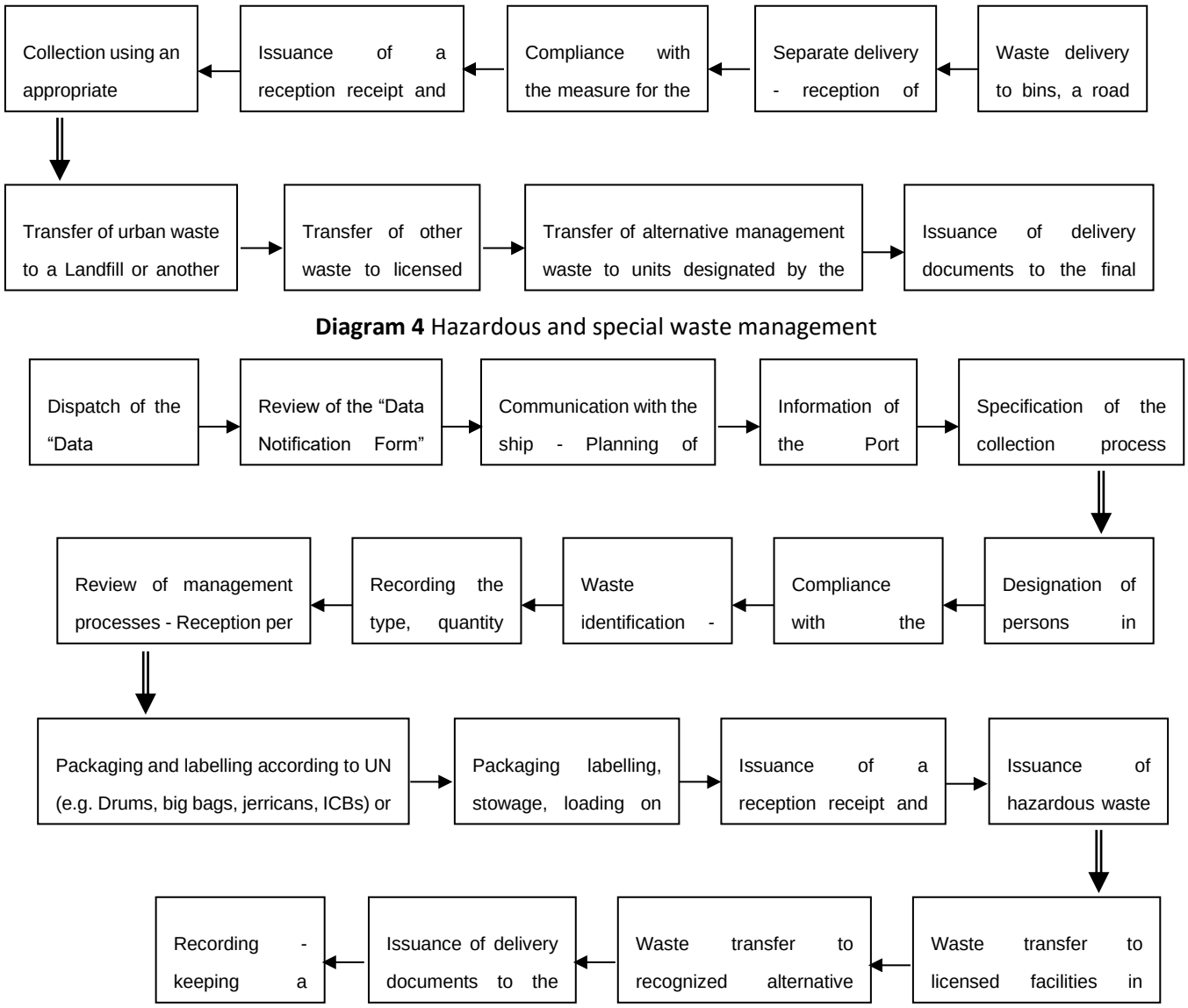


Diagram 4 Hazardous and special waste management

7.3.7 Final recipients

The following table presents the final recipients (licensed facilities/companies) and alternative management systems that have contracted with the current Contractor for the delivery of waste and cargo residues they can receive from the ships calling at the ThPA SA port facilities. It is noted that no contract is required for the delivery of sewage to the biological treatment of EYATH by a single road tanker.

Table 17: Waste final recipients

Type of waste	Final recipient or Alternative Management System
Oily waste	ΚΑΒΑΛΑ OIL SA
Sewage	EYATH S.A. (Thessaloniki Water Supply & Sewerage Company) (No contract required)
Garbage	MAVRORACHI LANDFILL ELDIA SA
Hazardous waste	INTERGEO Ltd
Animal by-products	HALASTRA FARM S.A.

Edible oils	REVIVE S.A.
Health unit hazardous waste (medical waste)	EDSNA
Packaging & Packaging Waste	EEAA
Second-hand vehicle tires	ECOELASTIKA
Waste Lubricating Oils (WLO)	ENDIALE
Batteries & Accumulators Waste	AFIS, RE-BATTERY
Electrical and Electronic Equipment Waste	APPLIANCES RECYCLING SA

7.3.8 Staff and specializations

In order for the whole management chain of the ship-generated waste and cargo residues to be handled, coordinated and supervised by specialized and experienced personnel, the Contractor must have scientific, technical and support staff with the appropriate specializations and sufficient experience for specific works e.g. chemical engineer, petroleum engineer, civil engineer, pil technology engineer, electrical engineer, based on the following duties:

- Work Supervisor
- Operations Coordinator
- Security Technician
- Occupational physician
- Hazardous Goods Safe Carriage Consultant
- Tanker and truck Drivers
- Office personnel
- Vessel crew
- Auxiliary Staff

The Contractor's personnel engaged in the activities herein is over 30 people. Also, both ThPA SA and the Central Coast guard of Thessaloniki are aware of their obligations flowing from the present plan and will make available the necessary personnel depending on the competence.

8 METHODOLOGY FOR MANAGEMENT OF WASTE FOR RECYCLING/RECOVERY

8.1 General data about waste recycling

8.1.1 Recycling objectives

According to the National Waste Management Plan (JMD 51373/4684/2015 - Ratification of the National Waste Management Plan (NWMP) and the National Plan for the Prevention of Waste Generation), the general goals of separate collection and recycling are the following:

1) Priority to sorting waste at source in order to then forward them to - decentralized management units rather than to unsorted waste management units.
2) Reduce to a minimum the overall quantity of recoverable waste landfilled.
3) Radical re-design of the existing management infrastructure plan with a view to a complete upgrade of recycling and recovery based on separate collection by 2020.
4) Systematic recording and monitoring of waste generation and management data (through the Electronic Waste Registry).
5) Design and implementation of local plans for decentralized management by all Municipalities.

More specifically, the following goals are set for the urban solid waste:

Table 18: Urban Solid Waste quantitative management goals at a national level

Waste stream	Year	Objective description
Biodegradable urban waste (JMD 29407 3508/ 2002)	2020	Reduction of waste landfilled to 35% w.w. compared to the 1997 levels.
Bio-waste	2015 5%	Over the total weight in separate collection.
	2020 40%	
Recyclable material	2015	Establishment of separate collection at least for paper, glass, metals and plastic. Separate collection in less waste streams is possible only if justified from an environmental, technical and economical point of view. There will be more waste streams at the Green Dots.
	2020	65% by weight for preparing for reuse and recycling at least for paper, metal and glass.
Preparation for re-use/recycling with a separate collection of recyclable waste - bio-waste	2020	50% of all urban solid waste.
Landfilling of unsorted urban solid waste.	2020	By no more than 30% of the current generation.

Regarding the packaging waste and the printed paper, the NWMP 2015 sets the following goals:

Table 19: Goals of 'Sorting At Source' and recycling packaging waste and printed paper.

MD 9268/469/2007			2020 Planning Objectives
Recovery	**Recycling**		
min 60%	min **55%**	**max** 80%	
Minimum recycling targets: 60% w.w. for paper packaging 60% w.w. for glass packaging 50% w.w. for metal packaging 22.5% w.w. for plastic packaging 15% w.w. for wooden packaging			70% w.w. For printer paper 92% w.w. for paper packaging 70% w.w. for glass packaging 70% w.w. for metal packaging 70% w.w. for plastic packaging 80% w.w. for wooden packaging

8.1.2 Material Alternative management

Alternative Management in the European Union and in Greece is based on waste management hierarchy. The higher on the waster hierarchy an option is, the more preferred it is. The main reasoning of this strategy is that the waste constitute a valuable resource, which, if used properly, can generate multiple benefits. This is the reason why their disposal in landfills must be a last resort option.

In Greece, there are various alternative management and recycling systems for a wide range of products. Recycling contributes to saving of valuable raw materials, which, otherwise, are often imported at a high economic and environmental cost (EOAN, 2018). Recycling requires the producer's responsibility for the products he produces and the consumer's responsibility for separating waste and disposing/delivering them to the appropriate bins/recipients depending on their type.

Greece included in the alternative management institutional framework a series of waste streams, with clear quantitative recycling and recovery goals set by the European legislation but not necessarily to meet the extended producer responsibility.

To date, except from packaging and packaging waste (Law 2939/2001), Presidential Decrees and Joint Ministerial Decisions have been issued on the terms and conditions of alternative management, about the following materials (EOAN, 2019):

- ✓ End-of-life Vehicles (ELVs) - (PD16/2004, GG 81A/5.3.04).
- ✓ Waste Electrical and Electronic Equipment (WEEE) - (JMD ΗΠ-23615/651/E103/2014, GG 1184/B/9-5-2014).
- ✓ Waste Lubricating Oils (WLO), (PD 82/2004, GG 64A/2.3.04).
- ✓ Waste batteries and accumulators (JMD 41624/2057/E103/28-09-2010, GG 1625 B).
- ✓ Second-hand vehicle tyres (PD 109/2004, GG 75A/5/3/04).
- ✓ Construction and Demolition Wastes (CDW) - (JMD ΗΠ36259/1757/E103/ 23 -08 -2010, GG 1312B/24-08-2010).

After the separate collection of such streams, they will be led through licensed collection operators to recycling/recovery units, which may, as appropriate, be:

- Waste oil regeneration units
- Vehicle tyre recycling units
- Sorting centres for recyclable materials (SCRM) and/or plastic, paper, glass, steel industry etc.
- Luminaire recycling units
- Waste electrical and electronic equipment treatment units

- ASR treatment units
- ELV depollution units

Above and beyond the other waste falling under the scope of this plan, especially oil waste, the NWMP underlines that there is inability to manage the majority of the ship-generated waste oils in alternative management units. Thus, one of the goals of the National Plan is to promote measures to support separate collection of such waste[6].

8.2 Tools to support waste recycling

In view of the above, and subject to the provisions of the applicable legislation, below follow some measures in favour of the separate collection and promotion of recycling of ship-generated waste:

- **Provision of reception facilities for recycling of separate streams**
  For a ship to deliver pre-sorted streams, the port must provide the necessary infrastructure
- **Implementation of a reduction scheme for levies charged to ships delivering pre-sorted waste streams (e.g. pre-sorted recyclables, bio-waste etc.)**
  The reduction is calculated as the difference between unsorted waste and pre-sorted waste management cost.
- **Organization of an information campaign**
  If such reduction scheme for levies charged is applied, the ships using the port must be aware of its terms and requirements in order to organize the sorting of waste at source.

[6] *NWMP: "Further promotion of waste separate collection by large organizations, industries and mostly ships"*

9 CHARGING SYSTEM MODEL

9.1 General

The charging system of the reception facility for the waste generated by ships calling at the port was established taking into account that:

- In view of the "polluter pays" principle, the costs of port reception facilities, including the treatment and disposal of ship-generated waste, should be covered by ships.
- In the interest of protecting the environment, the fee system should encourage the delivery of ship-generated waste to ports instead of discharge into the sea.
- Charges for using these facilities should be fair, transparent and non-discriminatory and reflect the costs of the facilities and services made available and used.

Moreover, pursuant to the **JMD 8111.1/41/09**, Article 8, and Directive **2000/59/EC Article 8,**the requirements of the charging system for the reception and management of ship-generated waste are the following:

- ✓ Costs of port reception facilities for ship-generated waste, including the treatment and disposal of the waste, shall be covered through the collection of a fee from ships.
- ✓ The charge is subject to approval by the Inter-ministerial Committee of Public Enterprises and Organisations after consultation of the General Secretariat of Ports and Port Policy of the Ministry of Mercantile Marine, Aegean and Island Policy (for managing bodies of ports considered public entities).
- ✓ The charges imposed by other ports are subject to approval by the General Secretariat of Ports and Port Policy of the Ministry of Mercantile Marine, Aegean and Island Policy.
- ✓ As regards the provision of no incentive for ships to discharge their waste into the sea, the following principles shall apply:
    - All ships calling at a Greek port shall contribute significantly to the costs (referred to in requirement 1), irrespective of actual use of the facilities.
    - Arrangements to this effect may include incorporation of the fee in the port dues or a separate standard waste fee.
    - The charge may be incorporated in a separate standard waste fee.
    - The fees may be differentiated with respect to, a) the category, b) type and c) size of the ship
    - The part of the costs which is not covered by the fee referred to above shall be covered on the basis of the types and quantities of waste actually delivered by the ship.
    - Fees may be reduced if the master of the ship can demonstrate that it produces reduced quantities of waste.
- ✓ Fishing vessels and recreational craft authorized to carry no more than 12 passengers, are required to deliver waste and pay a charge.
- ✓ The charges imposed must be a) fair, b) transparent c)non-discriminatory and d) reflect the cost of the facilities and services made available.
- ✓ The amount of the fees and the basis on which they have been calculated should be made clear for the port users, if requested (by managing bodies).
- ✓ The charges are paid to each port's managing body by the mater or the ship's legal representative.

- ✓ In case of non-payment or delayed payment of the charges to the managing bodies of the port, the provisions of Article 20, par. 10, of Law 3622/2007 apply.

ThPA SA's main objective is to apply a charging system that will meet the requirements of the Community Directive and the Greek JMD while ensuring that the charges imposed are fair, transparent, non-discriminatory and reflect the cost of facilities provided and used.

9.2 Stakeholders

The following chapters specify the main categories of 'stakeholders' involved in the reception and management of ship-generated waste and their main "interests" on the matter. The aim of the tariff is to satisfy the interests of the "stakeholders", based on the prioritization dictated by the principles of law, legitimate interests and priorities of the policy set by hierarchically superior bodies.

ThPA S.A.

- Satisfy the legal framework requirements
- Avoid penalties
- Provide high quality services
- Establish the port as a "green port"

Shipowners

- Low cost
- Avoid penalties and fines
- Avoid delay due to service

Contractor

- Profit
- Provide high quality services
- Avoid penalties and fines
- Experience/know-how
- Reputation

Community

- Reduction of pollution
- Maintenance of an ecological balance
- Low service cost

Supervising and auditing authorities

- Satisfy the legal framework requirements
- Promotion of policies and goals set

9.3 Description of the charging system for the Port of Thessaloniki

This sub-chapter describes the charging system of Thessaloniki Port for the ship-generated waste and cargo residue Reception Fees The system is included in the Ship Charge tariff, has been in force since January 1, 2019 and is publicly accessible at the following link (*https://www.thpa.gr/index.php/el/olth/invoice*).

9.3.1 Oily waste and Sewage

9.3.1.1 Cargo ships, Tankers, Tugs with non-EU flag, Cruise ships

Euro Fixed charge per arrival

		Merchant vessels, tankers, tugboats with third country flags outside the EU	Cruise ships
(i)	G.T. 1 - 4,999	242.25	236.11
(ii)	G.T. 5.000 - 9,999	484.50	472.22
(iii)	G.T. 10.000 – 19.999	726.75	708.33
(iv)	G.T. 20.000 - 29,999	969.00	944.44
(v)	G.T. >30,000	1,211.25	1,180.56

- Every ship calling at ThPA port shall pay a fixed charge, regardless if he delivers oily waste and/or garbage.
- The fixed charge includes:

  (i) The reception of up to seven cubic metres ($7m^3$) of oily waste and delivery time up to two (2) hours.

  (ii) The reception of up to five cubic metres ($5m^3$) of oily waste and delivery time up to two (1) hour.

Euros per m^3

	Merchant vessels, tankers, tugboats with third country flags outside the EU	Cruise ships
Extra m^3	64.97	63.32

Euros per hour

	Merchant vessels, tankers, tugboats with third country flags outside the EU	Cruise ships
Extra hour	64.97	63.32

- For more than once waste delivery:

(i) Ship in the roadstead

Euro minimum charge

Reception	Merchant vessels, tankers, tugboats with third country flags outside the EU	Cruise ships
Up to 2m^3	128.83	125.57

Euros per m^3

Extra m^3	Merchant ships, tankers, tugboats with third country flags outside the EU	Cruise ships
	64.97	63.32

(ii) Ship on the Quay (minimum charge one (1) m^3)

Euros per m^3

Merchant ships, tankers, tugboats with third country flags outside the EU	Cruise ships
64.97	63.32

Exemptions

Vessels exempt from fixed charges:

(a) warships, naval auxiliary ships owned or operated by a State and used only on government non-commercial service (Article 3, par. 1a of the JMD 8111.1/41/09 – GG 412/ b./ 412 6 -09)

(b) ships exempted in conformity with Article 9 of the JMD 8111.1/41/09 - GG 412B/6.3.2009 and relevant provisions.

Discounts

Every ship that performs over 50 arrivals per calendar year receives a 30% discount on the fixed charge for every arrival after the 50th.

9.3.1.2 Passenger ships

Euro Fixed charge per arrival

Garbage reception	170.65

Oily waste & garbage reception	Based on the Fixed Charge at the end of B1.1. corresponding to the cruise ships

- Every passenger ship calling at ThPA SA facilities without delivering oily waste is requested to pay a fixed charge for waste reception, whether or not he delivers waste.
- Passenger ships that are exempted in conformity with Article 9 of the JMD 8111.1/41/09 - GG 412B/6.3.2009 and the relevant provisions, get exempted from payment of a fixed charge for waste reception.
- The fixed charge for waste reception includes the reception of waste up to five cubic metres ($5m^3$)

	Euros per m^3
Extra m^3	63.32

- A 10% discount applies to the above charges if solid waste is separated.

9.3.1.3 High-speed Ferries

	Euros per reception
Garbage reception	102.49
Oily waste & garbage reception	Based on the Fixed Charge at the end of B1.1. corresponding to the cruise ships

9.3.1.4 Recreational craft (up to 12 passengers)

	Euros per arrival
Garbage reception	21.46
Oily waste reception in a stationary tank in the Port	21.46

	Minimum charge in euros
Oily waste reception from a road tanker	236.11

- The minimum charge applies to a reception of up to 7m^3 with delivery time up to 2 hours

	Euros per m^3 or per hou
Extra m^3 or hour	63.32

- In case of oily waste reception exclusively from a tanker, the charge for reception to a stationary tanks is not collected.

9.3.1.5 Urban sea transportation

Euro Fixed charge per month
65.00

- The fixed charge includes

  (i) Reception of oily residues of up to 3m^3 quarterly.

  (ii) Reception of incompressible garbage of up to 2m^3 fortnightly.

	Euros per m^3
Extra m^3	63.32

- The collection of solid and liquid residues takes place in specially installed tanks in Thessaloniki Port.

9.3.1.6 Tugs with non-EU flag

Euro Fixed charge per month
63.31

- The fixed charge includes:

  (i) Reception of oily residues of up to 7m^3 .

  (ii) Reception of garbage of up to 3m^3 .

	Euros per m^3
Extra m^3	64.97

9.3.1.7 Launches for the transfer or people or supplies

Euro Fixed charge per semester
113.97

- The launches will deliver using their own means garbage and oily waste to specially installed tanks located in Thessaloniki Port.

9.3.2 Sewage

	Minimum charge in euros
Reception of up to 15m^3 with delivery time up to 2 hours	443.21

	Euros per m^3
Extra m^3	37.99

	Euros per hour
Extra hour	126.63

- The delivery of sewage/waste water is performed using the ship's own means, excluding the pipes, which are delivered by a road tanker.

9.3.3 Hazardous waste - Cargo residues

For the hazardous waste and waste that do not constitute cargo residues and do not fall under the abovementioned categories of waste, as classified according to the applicable legislation, and for each type of hazardous waste that need special treatment during their reception, treatment and final disposal, the charge will be set after a special agreement between ThPA and the interested party.

9.3.4 Miscellaneous

- Services provided from Saturday 15:00 to Monday 06:00 or on public holidays from 06:00 on the public holiday to 06:00 of the following day. — 50% surcharge

- A customs authorization is required for every delivery of oily waste residues. Its issuance is the responsibility of ThPA SA subcontractor and the cost is borne by the ship served.

Euro per customs authorization

Merchant ships, tankers, tugboats with third country flags outside the EU	Cruise ships
99.10	96.59

- Pumping the residues is performed using the means of the ship served. If the ship served is not able to deliver using its own means, the pumping will be performed using the equipment of ThPA SA's subcontractor, after a special agreement.
- The start of working time shall be the arrival time of the collection vehicle at the berth of the ship served. The end of working time shall be the disconnection of the waste (oily waste and sewage) reception pipe or the signing of the delivery certificate (e.g. Garbage).

The fees of the tariff B are readjusted on a yearly basis (or, failing that, by decision of the BoD/ThPA SA) in line with the Consumer-Price Index (CPI) of the previous 12 month period from December to November, as set by the Hellenic Statistical Authority (EL.STAT) plus 2%. If the CPI increased by 2% is a negative number (CPI +2%<0), it shall be considered to be equal to zero for calculating the re-adjustment.

10 ORGANIZATION PROCEDURES OF THE SHIP-GENERATED RECEPTION AND MANAGEMENT SYSTEM

10.1 Introduction

These procedures include the ships notifications before entering the port, the delivery requests and the reception and management method for all types of waste.

10.2 Notification procedures and ship waste delivery request

10.2.1 Waste delivery request

If the ship intends to use the Reception Facilities in order to **deliver its waste,** it shall inform accordingly the contractors of the reception facilities by submitting a **request:**

(a) At least 24 hours before arrival, if the port of call is known, or

(b) As soon as the port of call is known, if this information is available less than 24 hours before arrival, or

(c) Upon departure of the ship from the previous port at the latest, if the voyage duration is less than 24 hours.

The request shall **include** the following data:

- Ship's details (name, type, flag etc.)
- Competent person's details (name, contact details)
- Estimated time of arrival and departure
- Suggested date and time of waste delivery
- Type and quantities of waste to be delivered
- Possibility to deliver waste using the ship's means
- Shipowning company's details (address, tel/fax, VAT number)
- Agent's details

The request is in the form of a notification.

10.2.2 Notification:

Pursuant to Article 6 and Annex II of the Directive 2000/59/EC, as amended by the JMD No. 8111.1/41/2009, from its application date onwards (28-12-2002) and then, **the master of the ship** calling at all European ports need to **notify the information about ship-generated waste.**

The master of a ship, bound for a port, shall complete truly and accurately the attached form and **notify** that information to the port of call or to the **waste management and reception contractor** - if different from the managing body - and to the **competent Port Authority:**

(a) at least 24 hours prior to arrival, if the port of call is known

or

(b) as soon as the port of call is known, if this information is

available less than 24 hours prior to arrival, or

(c) at the latest upon departure from the previous port,

if the duration of the voyage is less than 24 hours.

The information referred to above shall be kept on board at least until the next port of call and shall be made available to the Member States' authorities, upon request.

The **NOTIFICATION FORM** template, as amended by the Directive 2007/71/EK and further by the Directive EU 2015/2087 is found in Chapter 11.1.

10.3 Consultation with users - review

The Managing Body of the port shall consult all the port users and other organizations with common objective/interest to serve the ships and manage in the most appropriate manner the waste generated from the different activities of the ships entering his marine area of competence.

Also, he shall ensure that all the members forming the waste management “chain” (shipping agents and ship-generated port reception service facilities) fulfil specific obligations in order to ensure the satisfactory operation of its regulation.

Finally, the consultation process shall take place in the cases of a preliminary agreement of the Plan and in case of major changes e.g. in the port activities, in qualitative and quantitative data on waste etc.

A broader consultation outside the port, is also desired; such consultation could involve, not only port users but also local representatives of such Authorities as:

- Ministry of Shipping and Island Policy – General Secretariat of Ports and Port Policy
- Ministry of Shipping and Island Policy - Marine Environment Protection Division
- Ministry of Environment and Energy
- Region

The consultation applies to all the following:

- Full implementation of the ship-generated waste reception and management plan.
- Needs in waste reception facilities (type and capacity).
- Facility location and ease of use
- Facility charging method and cost
- Adequacy of available facilities compared to the past.
- Statistical data on waste and record of ship-generated quantities ending to the port (ship managers and waste managers)
- Quantities of waste stored by the ships for future disposal (ship managers).
- Waste reduction methods and recycling
- Necessary changes in planning, imposed either by the changes in the port operation or by Authority requirements.

10.4 Reporting inadequacies Procedure

The ship-generated reception facilities must be sufficient in order to meet the needs of the ships that usually call at ports without causing any undue delay to ships.

If the Captain of the ship served or not, considers that the reception facilities of the port operator are inadequate, he informs the Port’s competent authority. To do so, he uses a standardized form. Then, he informs ThPA SA competent officers about the implementation of this regulation.

The Plan implementation officer investigates the report and proceeds to any appropriate corrective

action. At the same time, he informs the competent Port Authority, the agents and/or the ship's representative as well as the Ministry's competent service.

Alternatively, the ship's Captain can follow the inadequacy complaint reporting procedure of the reception facilities, as provided for in the circular MEPC.1/Circ.469/Rev.1/13-07-2007 Revised Consolidated Format For Reporting Alleged Inadequacies of Port Reception Facilities" of the Marine Environment Protection Committee of the International Maritime Organization (IMO), as in force.

In this case too, whereby the notification about the inadequacy complaint is done by the Port Authority, the Port shall investigate thoroughly the report and shall proceed to any appropriate corrective action while informing the General Secretariat of Ports, Port Policy and Maritime Investments.

10.5 Exemptions - Inspections - Audits

10.5.1 Exemptions:

When ships 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 payment of fees in a port along the ship's route, they can, by decision of the managing port be exempted from some or all their obligations in Article 6 (advance waste notification), Article 7(1) (waste delivery) and Article 8 (waste fee payment) of the JMD 8111.1/41/09.

Ships engaged in scheduled traffic with frequent and regular port calls are:

- a. Every kind of passenger vessel and passenger/car vessel engaged in scheduled traffic
- b. Ships operating mostly in and around the port (e.g. tugs, bunkering vessels, launches).
- c. The cargo ships up to 500 G.T. calling at least twice a month to the waste delivery and fee payment arrangement port.
- d. The ships calling at least once a week to the waste delivery and fee payment arrangement port.

In order for one of the above ships to be exempted, its master (or its legal representative) must submit a relevant request to ThPA. The managing body of the delivery port must confirm in the request that there is an arrangement to ensure the delivery of waste and the payment of fees to its port for a specific period. The standard form of this certificate has been set by a Circular of the General Secretariat of Port and Port Policy Fund/IAS (AP: 8136.16/ 01/10/2001 -04 -2010), as in force.

A precondition for a managing port to decide to exempt a ship is the positive opinion of the Port Authority concerned about whether the ship has sufficient dedicated storage capacity for all ship-generated waste that will be accumulated during the intended voyage of the ship until the port of delivery.

If the ship requests to be exempted from more than one port, the port operator will issue a separate exemption decision. In this case, the opinion about the sufficient storage capacity for the ship-generated waste will be given by the hierarchically oldest Port Authority. In case of hierarchically equal Port Authority, the one which was founded or took its current status first (e.g. Upgrade of a Sub-Coast Guard to Coast Guard) is considered to be the oldest. In case that two Port Authorities were founded or upgraded at the same time, the oldest will be the one headed by the highest ranking officer of the Coast Guard.

ThPA informs the **General Secretariat of Ports, Port Policy & Maritime Investments of the Ministry of**

Shipping and Island Policy at least once a year about the exemptions in order to inform the competent Services of the European Commission accordingly.

10.5.2 Inspections-Controls

According to article 11 (JMD No. 8111.1/41/09 the inspections onboard the ships about the delivery of ship-generated waste and cargo residues are conducted by the Port Authority (P.A.) ship inspection teams. Inspections should be frequent.

In case of inspection of ships that are neither fishing vessels or recreational craft certified to carry up to 12 passenger, the following apply:

A) during the selection of ships for inspection, special attention is paid to:

- Ships which have not complied with the notification requirements in Article 6 of the JMD 8111.1/41/09,
- Ships for which the examination of the information provided by the master in accordance with Article 8 of the Plan has revealed other grounds to believe that the ship does not comply with the JMD 8111.1/41/09, B), such inspection may be undertaken within the framework of Directive 2009/16/EP (PD 16/11 (GG 36 A')), when applicable; whatever the framework of the inspections, the 25 % inspection requirement set out in that Directive shall apply,

B) if the P.A. is not satisfied with the results of this inspection, it must 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 Articles 7 and 110 of the JMD 8111.1/41/09.

C) when there is clear evidence that a ship has proceeded to sea without having complied with Articles 7 or 10, the competent authority of the next port of call shall be informed thereof and such a ship shall, without prejudice to the application of the penalties provided for, not be permitted to leave that port until a more detailed assessment of factors relating to the ship's compliance with this Directive, such as the accuracy of any information provided in accordance with Article 6 of the JMD 8111.1/41/09, has taken place. The Circular of the General Secretariat of Port and Port Policy/IAS No. 8111.1/08/09/14-01-2009 is relevant.

For the ships exempted from the above (fishing vessels and recreational craft certified to carry up to 12 passengers) the Port Authorities take measures (to the extent necessary) to ensure their compliance with the requirements of the JMD. The ship Captains submit a solemn declaration of compliance to the Port Authority with attached copies of the receipts of the latest waste delivery, while they are requested to make entries to the logbook.

The ship inspection teams of the Port Authorities ensure that all ships can be subject to inspection to verify their compliance with Articles 7 and 20 and that the frequency of such inspections is sufficient.

10.5.3 Sufficient storage capacity

To ease the burden on ships of having to deliver in each port when the amounts of waste on board do not give raise to potential discharges at sea, Article 7(2) of the Directive 2000/59/EC provides an exception from the mandatory delivery requirement by providing that the ship: *"...may proceed to the next port of call without delivering the ship-generated waste if it follows from the information given in accordance with Article 6 and Annex II, that there is sufficient dedicated storage capacity for all ship-generated waste that has been accumulated and will be accumulated during the intended voyage of the ship until the port of delivery".*

According to Article 6 of the Directive, the master of a ship, other than a fishing vessel or recreational craft authorised to carry no more than 12 passengers, bound for a port located in the Community shall complete truly and accurately the form in Annex II and notify that information to the authority or body designated for this purpose by the Member State in which that port is located. Annex II includes a detailed catalogue of the information to be notified, as well as a table with the different types of waste and cargo residues delivered to the previous port call, and the waste to be delivered and/or retained on board and the maximum dedicated storage capacity.

To determine whether there is sufficient dedicated storage capacity in view of the journey ahead, it is also important to take into account the amount of waste that is likely to be generated on board of the vessel between the port of depar-ture and the next port of call. The factors affecting a ship's waste generation are both static (the type of vessel, year of construction, main engine power etc.) and more volatile (the amount of cargo on board, voyage conditions, route planning the number of passengers on board, etc.). There are also a number of factors that significantly contribute to waste reduction on board, including recycling of waste, incineration on board, use of Marine Diesel Oil (MDO), which should also be taken into account when determining if there is sufficient storage capacity

As regards the different treatment of each waste stream, taking into account that the notification in Annex II of the Directive requires the provision of information on each type of waste, together with the maximum storage capacity and amount of waste that is retained on board for each type of waste, the Commission takes the view that storage capacity must be assessed for each type of waste. The effect of this is that if overall there is storage capacity on the ship, but for one or some types of waste there is no such capacity, the ship would not be allowed to proceed to the next port of call.

10.6 Information for the port users

10.6.1 General

According to Annex I of the JMD 8111.1/41/09 (GG 412 B/06-03-09), ThPA will inform the users of the ports within its competence about the availability of waste reception facilities and the reception and management procedures followed.

When a ship that calls at the specific ports has the intention to use the available reception facilities, it must inform the port authorities accordingly in order to prevent unnecessary delays and misunderstandings.

11 TEMPLATES

11.1 Notification Form - Request to deliver waste to the Port

Based on Decision No. 3122.3-15/79639/16 amending the JMD 8111.1/41/2009 Annex II and the DIRECTIVE (EU) 2015/2087 – amendment of Annex II of the Directive 2000/59/EP.

Template in Greek:

ΠΛΗΡΟΦΟΡΙΕΣ ΠΡΟΣ ΚΟΙΝΟΠΟΙΗΣΗ ΠΡΙΝ ΑΠΟ ΤΗΝ ΕΙΣΟΔΟ ΣΤΟΝ ΛΙΜΕΝΑ .....

(Λιμένας προορισμού όπως αναφέρεται στο άρθρο 6 της οδηγίας 2000/59/ΕΚ)

1. Ονομασία, κωδικός κλήσης ασυρμάτου και, κατά περίπτωση, αριθμός αναγνώρισης ΔΝΟ του πλοίου:
2. Κράτος σημαίας:
3. Προβλεπόμενη ώρα κατάπλου (ΠΩΚ):
4. Προβλεπόμενη ώρα απόπλου (ΠΩΑ):
5. Προηγούμενος λιμένας κατάπλου:
6. Επόμενος λιμένας κατάπλου:
7. Τελευταίος λιμένας και ημερομηνία παράδοσης των αποβλήτων του πλοίου, συμπεριλαμβανομένων των ποσοτήτων (σε m^3) και των ειδών αποβλήτων που παραδόθηκαν:
8. Παραδίδετε (σημειώστε Χ στο κατάλληλο τετραγωνίδιο):

   όλα ☐ ορισμένα ☐ κανένα ☐

   από τα απόβλητά σας σε λιμενικές εγκαταστάσεις παραλαβής;
9. Τύπος και ποσότητα αποβλήτων και καταλοίπων που πρόκειται να παραδοθούν ή/και να παραμείνουν επί του πλοίου, και ποσοστό της μέγιστης ικανότητας αποθήκευσης:

Αν παραδίδονται όλα τα απόβλητα, συμπληρώστε κατάλληλα τη δεύτερη και την τελευταία στήλη. Αν παραδίδεται μέρος ή καθόλου απόβλητα, συμπληρώστε όλες τις στήλες.

Τύπος	Απόβλητα προς παράδοση (m^3)	Μέγιστη ικανότητα αποθήκευσης αποβλήτων (m^3)	Ποσότητα αποβλήτων που παραμένουν επί του πλοίου (m^3)	Λιμένας στον οποίο θα παραδοθούν τα υπόλοιπα απόβλητα	Εκτιμώμενη ποσότητα αποβλήτων που θα παραχθούν μεταξύ κοινοποίησης και επόμενου λιμένα κατάπλου (m^3)	Απόβλητα παραδοθέντα στον τελευταίο λιμένα παράδοσης που αναφέρεται στο σημείο 7 ανωτέρω (m^3)
Απόβλητα έλαια						
Ελαιώδη ύδατα υδροσυλλεκτών						
Ελαιώδη κατάλοιπα (ιλύς)						
Λοιπά (προσδιορίστε)						
Λύματα (1)						
Απορρίμματα						
Πλαστικά						
Από τρόφιμα						
Οικιακά απορρίμματα (π.χ. χάρτινα προϊόντα, ράκη, γυαλί, μέταλλα, φιάλες, πιατικά κ.λπ.)						
Μαγειρικό λάδι						
Τέφρα αποτεφρωτήρα						

Τύπος	Απόβλητα προς παράδοση (m^3)	Μέγιστη ικανότητα αποθήκευσης αποβλήτων (m^3)	Ποσότητα αποβλήτων που παραμένουν επί του πλοίου (m^3)	Λιμένας στον οποίο θα παραδοθούν τα υπόλοιπα απόβλητα	Εκτιμώμενη ποσότητα αποβλήτων που θα παραχθούν μεταξύ κοινοποίησης και επόμενου λιμένα κατάπλου (m^3)	Απόβλητα παραδοθέντα στον τελευταίο λιμένα παράδοσης που αναφέρεται στο σημείο 7 ανωτέρω (m^3)
Απόβλητα λειτουργίας						
Κουφάρια ζώων						
Κατάλοιπα φορτίου (2) (προσδιορίστε) (3)						

(1) Επιτρέπεται η απόρριψη λυμάτων στη θάλασσα σύμφωνα με τον κανονισμό 11 του παραρτήματος IV της σύμβασης Marpol. Τα αντίστοιχα τετραγωνίδια δεν χρειάζεται να συμπληρωθούν εάν υπάρχει πρόθεση πραγματοποίησης επιτρεπόμενης απόρριψης στη θάλασσα.
(2) Επιτρέπονται εκτιμήσεις.
(3) Τα κατάλοιπα φορτίου προσδιορίζονται και κατηγοριοποιούνται σύμφωνα με τα σχετικά παραρτήματα της σύμβασης Marpol, και ιδίως με τα παραρτήματα I, II και V της σύμβασης Marpol.

Παρατηρήσεις

1. Οι ανωτέρω πληροφορίες επιτρέπεται να χρησιμοποιηθούν για τον έλεγχο από το κράτος λιμένα και για άλλους σκοπούς επιθεώρησης.

2. Τα κράτη μέλη ορίζουν τους φορείς που λαμβάνουν αντίγραφα της παρούσας κοινοποίησης.

3. Το παρόν έντυπο συμπληρώνεται εκτός αν το πλοίο καλύπτεται από εξαίρεση δυνάμει του άρθρου 9 της οδηγίας 2000/59/ΕΚ.

Βεβαιώνω ότι:

— οι ως άνω πληροφορίες είναι ακριβείς και ορθές· και

— επί του πλοίου υφίσταται επαρκής ικανότητα αποθήκευσης όλων των αποβλήτων που θα παραχθούν μεταξύ της κοινοποίησης και του επόμενου λιμένα στον οποίο θα παραδοθούν.

Ημερομηνία .....

Ώρα .....

Υπογραφή»

Template in English:

INFORMATION TO BE NOTIFIED BEFORE ENTRY INTO THE PORT OF .....

(Port of destination as referred to in Article 6 of Directive 2000/59/EC)

1. Name, call sign and, where appropriate, IMO identification number of the ship:
2. Flag State:
3. Estimated time of arrival (ETA):
4. Estimated time of departure (ETD):
5. Previous port of call:
6. Next port of call:
7. Last port and date when ship-generated waste was delivered, including the quantities (in m3) and the types of waste that were delivered:
8. Are you delivering (tick appropriate box):

   all ☐ some ☐ none ☐

   of your waste into port reception facilities?
9. Type and amount of waste and residues to be delivered and/or remaining on board, and percentage of maximum storage capacity:

If delivering all waste, complete second and last columns as appropriate. If delivering some or no waste, complete all columns.

Type	Waste to be delivered (m^3)	Maximum dedicated storage capacity (m^3)	Amount of waste retained on board (m^3)	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m^3)	Waste that has been delivered at the last port of delivery identified under point 7 above (m^3)
Waste oils						
Oily bilge water						
Oily residues (sludge)						
Other (specify)						
Sewage (1)						
Garbage						
Plastics						
Food Wastes						
Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery, etc.)						
Cooking Oil						
Incinerator ashes						

Type	Waste to be delivered (m^3)	Maximum dedicated storage capacity (m^3)	Amount of waste retained on board (m^3)	Port at which remaining waste will be delivered	Estimated amount of waste to be generated between notification and next port of call (m^3)	Waste that has been delivered at the last port of delivery identified under point 7 above (m^3)
Operational wastes						
Animal carcass(es)						
Cargo residues (2) (specify) (3)						

(1) Sewage may be discharged at sea in accordance with Regulation 11 of Marpol Annex IV. The corresponding boxes do not need to be completed if it is the intention to make an authorised discharge at sea.
(2) May be estimates.
(3) Cargo residues shall be specified and categorised according to the relevant Annexes of Marpol, in particular Marpol Annexes I, II and V.

Notes

1. This information may be used for port State control and other inspection purposes.
2. Member States will determine which bodies will receive copies of this notification.
3. This form is to be completed unless the ship is covered by an exemption in accordance with Article 9 of Directive 2000/59/EC.

I confirm that:

— the above details are accurate and correct, and

— there is sufficient dedicated onboard capacity to store all waste generated between notification and the next port at which waste will be delivered.

Date .....

Time .....

Signature'

11.2 Lubricating Oils waste identification Form

From PD 82/2004, "Replacement of the JMD 98012/2001/96 "Specifying measures and conditions for the management of used waste oils (40/B) "Measures, terms and program for the alternative management of Wastes of Lubricating Oils".

ΕΝΤΥΠΟ ΑΝΑΓΝΩΡΙΣΗΣ ΑΠΟΒΛΗΤΩΝ ΛΙΠΑΝΤΙΚΩΝ ΕΛΑΙΩΝ*

No (1)

Είδος αποβλήτου λιπαντικού ελαίου (2)	Κωδικός αποβλήτου λιπαντικού ελαίου (3)	Ποσότητα (4)
Υπόχρεος δήλωσης (5):	1. Πρατήρια υγρών καυσίμων / συνεργεία αυτοκινήτων 2. Βιομηχανίες- βιοτεχνίες / δημόσιοι οργανισμοί 3. Εταιρείες - συλλέκτες 4. Μεταφορείς 5. Δημόσιοι ή κρατικοί φορείς	

Δηλώνω ότι στο απόβλητο λιπαντικού ελαίου έχουν / δεν έχουν προστεθεί * ξένες ουσίες, όπως συνθετικά ορυκτέλαια με βάση PCBs ή άλλα αλογονούχα υποκατάστατα.

Όνομα, Διεύθυνση Υπόχρεου	Ημερομηνία	Υπογραφή, Σφραγίδα

* Διαγράφεται κατά περίπτωση. Σε περίπτωση καταφατικής απάντησης συμπληρώστε τα ακόλουθα:

Το απόβλητο λιπαντικού ελαίου περιέχει (6) .....ppm PCBs, ... ppm συνολικό αλογόνο, βάσει των αποτελεσμάτων της ανάλυσης που διενεργήθηκε από ....., την ...../...../200... .

Όνομα, Διεύθυνση Υπηρεσίας Ελέγχου	Ημερομηνία	Υπογραφή, Σφραγίδα

***ΠΡΟΣΟΧΗ ΣΤΙΣ ΑΚΟΛΟΥΘΕΣ ΠΑΡΑΤΗΡΗΣΕΙΣ**

Το έντυπο αναγνώρισης των αποβλήτων λιπαντικών ελαίων συμπληρώνεται λαμβάνοντας υπόψη τις ακόλουθες παρατηρήσεις:

1.Συμπληρώνεται ο αριθμός του συνοδευτικού εγγράφου, εφόσον ο υπόχρεος πρέπει να συμπληρώσει και συνοδευτικά έγγραφα.

2.Συμπληρώνονται τα χαρακτηριστικά που παρουσιάζονται στο Πίνακα του παραρτήματος Δ.

3.Ισχύουν οι ίδιες παρατηρήσεις που ισχύουν για το σημείο 2

4.Σε m^3 ή tn.

5.Επισημαίνεται ο κατάλληλος αριθμός που ισχύει για τον υπόχρεο.

6.Η περιεκτικότητα σε PCB/PCT και συνολικό αλογόνο, συμπληρώνεται από τα κέντρα διαλογής, τις εγκαταστάσεις διάθεσης καθώς και από όσους προβαίνουν σε διασυνοριακή μεταφορά αποβλήτων λιπαντικού ελαίου

11.3 Waste Reception Receipt

ΠΑΡΑΡΤΗΜΑ IV
STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT
ΤΥΠΟΠΟΙΗΜΕΝΟ ΕΝΤΥΠΟ ΑΠΟΔΕΙΞΗΣ ΠΑΡΑΛΑΒΗΣ ΑΠΟΒΛΗΤΩΝ

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered waste.

This form should he retained on board the vessel along with the appropriate Oil RB, Cargo RB or Garbage RB

1. RECEPTION FACILITY AND PORT PARTICULARS
ΕΓΚΑΤΑΣΤΑΣΗ ΥΠΟΔΟΧΗΣ ΑΠΟΒΛΗΤΩΝ ΚΑΙ ΣΤΟΙΧΕΙΑ ΛΙΜΕΝΑ

1.1 Location/Terminal name: *Περιοχή/Ονομασία Λιμένα:*
1.2 Reception facility provider(s): *Ευκολία Υποδοχής Αποβλήτων – Ανάδοχος:*
1.3 Treatment facility provider(s) - if different from above: *Εγκατάσταση Επεξεργασίας / Διάθεσης – Ανάδοχος – εάν είναι διαφορετικός από ανωτέρω:*
1.4 Waste Discharge Date and Time from: To *Ημερομηνία και Ώρα παράδοσης αποβλήτων από έως*

2. **SHIP PARTICULARS** (*Στοιχεία Πλοίου*)

2.1 Name of ship: *Ονομα πλοίου*	2.5 Owner or operator: *Πλοιοκτήτης ή Διαχειριστής:*
2.2 IMO number: *Αριθμός ΙΜΟ :*	2.6 Distinctive number or letters: *Διεθνές Διακριτικό Σήμα*
2.3 Gross tonnage: *Κόροι Ολικής Χωρητικότητας:*	2.7 Flag State: *Σημαία:*
2.4 Type of ship: □ Oil tanker □ Chemical tanker □ Other cargo ship □ Passenger ship	□ Bulk carrier □ Container □ Ro-ro □ Other (specify)

MARPOL Annex I - Oil	**Quantity (m^3)**	**MARPOL Annex V - Garbage**	**Quantity (m^3)**
Oily bilge water *Σεντινόνερα*		Plastic *Πλαστικά*	
Oily residues (sludge) *Πετρελαιοειδή κατάλοιπα*		Floating dunnage, lining, or packing material *Επιπλέοντα υλικά στοιβασίας, επένδυσης ή συσκευασίας*	
Oily tank washings *Πετρελαιοειδή εκπλύματα δεξαμενών*		Ground-down paper products, rags, glass, metal, bottles, crockery etc. *Αλεσμένα προϊόντα χαρτιού, στουπιά, γυαλί, μέταλλο, φιάλες, πιατικά κλπ*	
Dirty ballast water *Ακάθαρτο έρμα*		Cargo residues[2], paper products, rags, glass, metal, bottles, crockery, etc. *Κατάλοιπα φορτίου, προϊόντα χαρτιού, στουπιά, γυαλί, μέταλλο, φιάλες, πιατικά κλπ*	
Scale and sludge from tank cleaning *Υπολείμματα καθαρισμού δεξαμενών*		Food waste *Κατάλοιπα τροφίμων*	
Other (please specify) *Άλλο (Να προσδιοριστεί)*		Incinerator ash *Τέφρα και κατάλοιπα καύσης αποτέφρωσης*	
MARPOL Annex II - NLS	**Quantity (m^3)/Name[1]**	Other wastes (specify) *Άλλα απόβλητα (Να προσδιοριστούν)*	
Category X substance Ουσίες κατηγορίας X		**MARPOL Annex VI -Air pollution**	**Quantity (m^3)**
Category Y substance Ουσίες κατηγορίας Y		Ozone-depleting substances and equipment containing such substances *Ουσίες που καταστρέφουν το όζον και εξοπλισμός που περιέχει τέτοιες ουσίες*	
Category Z substance Ουσίες κατηγορίας Z		Exhaust gas-cleaning residues *Υπολείμματα καθαρισμού καυσαερίων*	
OS other substances *Άλλες ουσίες*			
MARPOL Annex IV - Sewage	**Quantity (m^3)**		

On behalf of the port facility I confirm that the above wastes were delivered.
Εκ μέρους της λιμενικής εγκατάστασης παραλαβής βεβαιώνω ότι τ ανωτέρω απόβλητα παραδόθηκαν
Signature: ..... Full Name and Company Stamp:
Υπογραφή *Επωνυμία και Σφραγίδα:*

[1] Indicate the proper shipping name of the NLS involved. (*Ακριβής Ονομασία αποβλήτου*)
[2] Indicate the proper shipping name of the dry cargo. (*Προσδιορίστε την ονομασία του ξηρού φορτίου*)

11.4 Exemption request (template)

ΑΙΤΗΣΗ ΕΞΑΙΡΕΣΗΣ

Στοιχεία πλοίου: **ΟΝΟΜΑ ΠΛΟΙΟΥ**……...

ΙΜΟ ……...
ΣΗΜΑΙΑ ……
ΚΟΧ ……
ΝΗΟΛΟΓΙΟ ……
ΤΥΠΟΣ ΠΛΟΙΟΥ……

Στοιχεία Νομ. Εκπροσώπου……..
……..

Προγραμματισμένο Δρομολόγιο ……...
……

Συχνότητα αφίξεων στο λιμάνι του Πειραιά ……
……..

Λιμένας Διακανονισμού επί του δρομολογίου –συχνότητα αφίξεων……

Στοιχεία επικοινωνίας Λιμένα Διακανονισμού ……
……..

Δηλώνουμε ανεπιφύλακτα ότι όλα τα παραπάνω στοιχεία είναι αληθή.
Παρακαλούμε να εξετασθεί το αίτημά μας για εξαίρεση του προαναφερόμενου πλοίου από την :

1) Καταβολή τελών σύμφωνα με το σύστημα Τελών και Τιμολογίων Ευκολιών Υποδοχής Αποβλήτων ΟΛΠ
2) Υποχρέωση Κοινοποίησης στον ΟΛΠ
3) Παράδοση αποβλήτων στις ευκολίες υποδοχής αποβλήτων ΟΛΠ

Ο ΑΙΤΩΝ
(Υπογραφή-Σφραγίδα)

Συνημμένα: Α) Βεβαίωση του φορέα διαχείρισης του λιμένα διακανονισμού, όπως το Υπόδειγμα VIII του Κανονισμού, στην οποία θα αναφέρονται ότι:

- Διαθέτει αναγνωρισμένες Ευκολίες Υποδοχής Αποβλήτων Πλοίων
- Εφαρμόζει Σχέδιο Διαχείρισης Αποβλήτων Πλοίων το οποίο είναι εγκεκριμένο σύμφωνα με την ΚΥΑ 8111.1/41/09 και θα επισυνάπτεται η Απόφαση Έγκρισης του Σχεδίου ή θα αναφέρεται ο αριθμός της Απόφασης Έγκρισης του Σχεδίου.
- Υπάρχει σε ισχύ διακανονισμός ο οποίος εγγυάται ότι το συγκεκριμένο πλοίο πληρώνει τέλη και παραδίδει τα απόβλητά του στις ευκολίες υποδοχής αποβλήτων του λιμένα
- Χρονική διάρκεια ισχύος του διακανονισμού ή της συγκεκριμένης βεβαίωσης

Β) Αποδείξεις παράδοσης αποβλήτων στον λιμένα διακανονισμού

Γ) Προγραμματισμένο δρομολόγιο το οποίο θα είναι θεωρημένο από την αρμόδια λιμενική Αρχή ή όπου δεν είναι εφικτό αυτό να προσκομίζονται σχετικά αποδεικτικά στοιχεία

Δ) Συμπληρωμένος Πίνακας συνημμένων δικαιολογητικών (βλέπε σελ. 27 του Κανονισμού)

11.5 Request for reduction of fees paid (template)

ΑΙΤΗΣΗ ΜΕΙΩΣΗΣ ΤΕΛΩΝ

Στοιχεία πλοίου: **ΟΝΟΜΑ ΠΛΟΙΟΥ**……...
ΙΜΟ ……...
ΣΗΜΑΙΑ ……
ΚΟΧ ……
ΝΗΟΛΟΓΙΟ ……
ΤΥΠΟΣ ΠΛΟΙΟΥ……

Στοιχεία Νομ. Εκπροσώπου……..
……...

Προγραμματισμένο Δρομολόγιο ……...
……

Συχνότητα αφίξεων στο λιμάνι του Πειραιά ……
……..

Δηλώνουμε ανεπιφύλακτα ότι όλα τα παραπάνω στοιχεία είναι αληθή.

Παρακαλούμε να εξετασθεί το αίτημά μας για μείωση των καταβαλλόμενων τελών του προαναφερόμενου πλοίου σύμφωνα με το σύστημα Τελών και Τιμολογίων Ευκολιών Υποδοχής Αποβλήτων πλοίων του ΟΛΠ.

Ο ΑΙΤΩΝ

(Υπογραφή- Σφραγίδα)

Συνημμένα: 1) Βεβαίωση του Τοπικού Κλιμακίου Επιθεώρησης Εμπορικών Πλοίων του Κεντρικού Λιμεναρχείου Πειραιά ότι το πλοίο παράγει μειωμένες ποσότητες αποβλήτων.
2) Σχετικές αποδείξεις για παραγωγή μειωμένων Ποσοτήτων αποβλήτων.

11.6 Request for an arrangement certificate to get an exemption from another port

.....(Στοιχεία φορέα διαχείρισης Λιμένα)

ΒΕΒΑΙΩΣΗ

1. Βεβαιώνεται ότι .....[2] διαθέτει στο πλαίσιο εφαρμογής της ΚΥΑ 8111.1/41/09 (ΦΕΚ 412/Β'/06-03-2009) για.....[3] εγκεκριμένο σχέδιο παραλαβής και διαχείρισης αποβλήτων των πλοίων, το οποίο και εφαρμόζει σύμφωνα με τις απαιτήσεις της ..... [4]εγκριτικής απόφασης .....[5] και των κείμενων διατάξεων που διέπουν την εκτέλεση των συγκεκριμένων εργασιών.
2. Το πλοίο.....[6] εκτελεί προγραμματισμένα δρομολόγια με συχνούς και τακτικούς ελλιμενισμούς στο λιμένα ..... αρμοδιότητας μας, σύμφωνα με τις απαιτήσεις του άρθρου 9 της ΚΥΑ 8111.1/41/09 (ΦΕΚ 412/Β'/06-03-2009) και παραδίδει.....[7] καταβάλλοντας τα προβλεπόμενα τέλη.
3. Η παρούσα ισχύει για χρονικό διάστημα από ..... έως ..... και χορηγείται κατόπιν αίτησης του .....[8] προκειμένου να κατατεθεί στον .....[9] για εξαίρεση του ανωτέρω πλοίου στο πλαίσιο εφαρμογής του άρθρου 9 της ΚΥΑ 8111.1/41/09 (ΦΕΚ 412/Β'/06-03-2009).

.....[10]

[2] Όνομα φορέα διαχείρισης λιμένα
[3] Όνομα λιμένα διακανονισμού
[4] Αριθμός πρωτοκόλλου εγκριτικής απόφασης
[5] Φορέας που εξέδωσε την εγκριτική απόφαση (Γενικός Γραμματέας Περιφέρειας ή Υπουργός Οικονομίας Ανταγωνιστικότητας και Ναυτιλίας)
[6] Στοιχεία Πλοίου (Όνομα, Σημαία, Αριθμός αναγνώρισης ΙΜΟ, Αριθμός MMSI, Διεθνές Διακριτικό Σήμα)
[7] Είδος των αποβλήτων που παραδίδονται
[8] Στοιχεία αιτούντος
[9] Φορέας διαχείρισης λιμένα από τον οποίο επιθυμεί να εξαιρεθεί
[10] Υπογραφή και στοιχεία νομίμου εκπροσώπου του φορέα διαχείρισης λιμένα

11.7 Form for reporting inadequacies of port reception facilities

(Form from the Guide IMO-MEPC.1-Circ.834-Rev.1)

APPENDIX 1

FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES[1]

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

1 SHIP'S PARTICULARS

1.1 Name of ship: _____

1.2 Owner or operator: _____

1.3 Distinctive number or letters: _____

1.4 IMO Number[2]: _____

1.5 Gross tonnage: _____

1.6 Port of registry: _____

1.7 Flag State[3]: _____

1.8 Type of ship:

☐ Oil tanker ☐ Chemical tanker ☐ Bulk carrier

☐ Other cargo ship ☐ Passenger ship ☐ Other (specify) _____

2 PORT PARTICULARS

2.1 Country: _____

2.2 Name of port or area: _____

2.3 Location/terminal name: _____
(e.g. berth/terminal/jetty)

2.4 Name of company operating
the reception facility (if applicable): _____

2.5 Type of port operation:

☐ Unloading port ☐ Loading port ☐ Shipyard

☐ Other (specify) _____

2.6 Date of arrival: __/__/____ (dd/mm/yyyy)

2.7 Date of occurrence: __/__/____ (dd/mm/yyyy)

2.8 Date of departure: __/__/____ (dd/mm/yyyy)

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1 This format was approved by MEPC 53.

2 In accordance with the *IMO ship identification number scheme*, adopted by the Organization by Assembly resolution A.1117(30).

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

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3 INADEQUACY OF FACILITIES

3.1 Type and amount of wastes/residues for which the port reception facility was inadequate and nature of problems encountered

Type of wastes/residues	Amount for discharge (m^3)	Amount not accepted (m^3)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Ships had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I - related			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify .....)			
MARPOL Annex II – related Category of NLS[4] residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV – related Sewage			
MARPOL Annex V – related			
A. Plastics			
B. Food wastes			
C. Domestic wastes			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Animal carcasses			
H. Fishing gear			
I. E-waste			
J. Cargo residues (non-HME) [5]			
K. Cargo residues (HME)[5]			
MARPOL Annex VI – related			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

[4] Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.

[5] Indicate the proper shipping name of the dry cargo.

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3.2 Additional information with regard to the problems identified in the above table.

_____
_____
_____
_____
_____

3.3 Did you discuss these problems or report them to the port reception facility?

☐ Yes ☐ No

If Yes, with whom (please specify)

_____
_____

If Yes, what was the response of the port reception facility to your concerns?

_____
_____

3.4 Did you give prior notification (in accordance with relevant port requirements) about the ship's requirements for reception facilities?

☐ Yes ☐ No ☐ Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

☐ Yes ☐ No

4 ADDITIONAL REMARKS/COMMENTS

_____
_____
_____
_____

_____

Master's signature Date: __/__/____ (dd/mm/yyyy)

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ΕΓΓΡΑΦΟ ΑΝΑΦΟΡΑΣ ΑΝΕΠΑΡΚΕΙΑΣ ΕΥΚΟΛΙΩΝ ΥΠΟΔΟΧΗΣ ΑΠΟΒΛΗΤΩΝ ΠΛΟΙΩΝ

Ο Πλοίαρχος του πλοίου που έχει αντιμετωπίσει δυσκολίες για την παράδοση αποβλήτων σε εγκαταστάσεις ευκολιών υποδοχής αποβλήτων πλοίων πρέπει να προωθήσει τις ακόλουθες πληροφορίες, μαζί με κάθε συμπληρωματικό έγγραφο, στην αρμόδια Αρχή του Κράτους Σημαίας, αν είναι εφικτό στις αρμόδιες Αρχές του Κράτους Λιμένα. Το Κράτος Σημαίας πρέπει να ενημερώσει τον ΙΜΟ και το Κράτος Λιμένα του συμβάντος. Το Κράτος Λιμένα πρέπει να ερευνήσει την αναφορά και να ανταποκριθεί κατάλληλα ενημερώνοντας τον ΙΜΟ και κάνοντας αναφορά στο Κράτος Σημαίας σχετικά με τα αποτελέσματα της έρευνας.

1 ΣΤΟΙΧΕΙΑ ΠΛΟΙΟΥ

1.1 Όνομα πλοίου: _____

1.2 Πλοιοκτήτης ή Διαχειριστής: _____

1.3 Διακριτικοί αριθμοί ή γράμματα: _____

1.4 IMO Number: _____

1.5 Gross tonnage: _____

1.6 Λιμένας Νηολόγησης: _____

1.7 Κράτος Σημαίας: _____

1.8 Κατηγορία πλοίου:

☐ Δεξαμενόπλοιο ☐ Δεξαμενόπλοιο χημικών

☐ Φορτηγό μεταφοράς χύμα φορτίου ☐ Πλοίο μεταφοράς άλλης κατηγορίας φορτίου ☐ Επιβατικό πλοίο ☐ Άλλο (προσδιορίστε) _____

2 ΣΤΟΙΧΕΙΑ ΛΙΜΕΝΑ

2.1 Χώρα: _____

2.2 Όνομα της περιοχής του λιμένα: _____

2.3 Τοποθεσία/ Όνομα λιμένα: _____
(πχ προβλήτας/σταθμός/αποβάθρα)

2.4 Όνομα της εταιρείας διαχείρισης
Των ευκολιών υποδοχής αποβλήτων (αν έχει εφαρμογή):
_____

2.5 Είδος λιμένα:

☐ Λιμένας εκφόρτωσης ☐ Λιμένας Φόρτωσης ☐ Ναυπηγοεπισκευαστική βάση

☐ Άλλο (Προσδιορίστε) _____

2.6 Ημερομηνία άφιξης: __/__/____ (ημ/μην/έτος)

2.7 Ημερομηνία συμβάντος: __/__/____ (ημ/μην/έτος)

2.8 Ημερομηνία αναχώρησης: __/__/____ (ημ/μην/έτος)

3 ΑΝΕΠΑΡΚΕΙΑ ΤΩΝ ΕΥΚΟΛΙΩΝ ΥΠΟΔΟΧΗΣ

3.1 Είδος και ποσότητα των αποβλήτων για τα οποία οι ευκολίες υποδοχής του λιμένα ήταν εμφάνισαν ανεπάρκεια και το είδος των προβλημάτων που αντιμετωπίσθηκαν

Κατηγορία αποβλήτου	**Ποσότητα προς παράδοση (m^3)**	**Ποσότητα που <u>δεν</u> έγινε δεκτή (m^3)**	**Προβλήματα που αντιμετωπίσθηκαν** Υποδείξτε τα προβλήματα που αντιμετωπίσθηκαν χρησιμοποιώντας ένα από τα ακόλουθα γράμματα κωδικούς, κατάλληλα: A Δεν υπήρχε διαθέσιμη ευκολία υποδοχής B Αδικαιολόγητη καθυστέρηση C Η χρήση των ευκολιών τεχνικά δεν ήταν δυνατή D Δυσπρόσιτη Τοποθεσία E Το πλοίο έπρεπε να προσεγγίσει στον προβλήτα με καθυστέρηση/κόστος F Υπερβολική χρέωση για την χρήση των ευκολιών G Άλλο (παρακαλώ προσδιορίστε στην παράγραφο 3.2)
MARPOL Annex I-related Κατηγορία πετρελαιοειδών αποβλήτων			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify ……)			
MARPOL Annex II-related Κατηγορία Επιβλαβών Υγρών Ουσιών[2] Υπολείμματα/μίγματα με νερό για απόρριψη στις ευκολίες υποδοχής αποβλήτων από τη δεξαμενή εκπλυμάτων			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Λύματα			
MARPOL Annex V-related Κατηγορία απορριμμάτων			
Plastic			
Floating dunnage, lining, or packing materials			
Ground paper products, rags, glass, metal, bottles, crockery, etc.			
Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.			
Food waste			
Incinerator, ash			
Other (please specify ……)			
MARPOL Annex VI-related			

[2] Υποδεικνύεται στην παράγραφο 3.2, η κατάλληλη ονομασία των υγρών Χημικών Ουσιών (NLS) και εάν η ουσία χαρακτηρίζεται ως «σταθεροποιημένη» ή «υψηλού ιξώδους».

Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

3.2 Επιπρόσθετες πληροφορίες σχετικά με τα προβλήματα που προσδιορίζονται στον παραπάνω πίνακα.

_____

_____

_____

_____

_____

3.3 Συζητήσατε αυτά τα προβλήματα ή τα αναφέρατε στις ευκολίες υποδοχής αποβλήτων;

☐ Ναι ☐ Όχι

Εάν ναι, με ποιον (παρακαλώ προσδιορίστε)

_____

_____

Εάν ναι, ποια ήταν η ανταπόκριση των ευκολιών υποδοχής του λιμένα στην υπόθεσή σας ;

_____

_____

3.4 Είχατε ενημερώσει προηγουμένως (σε σχέση με τις απαιτήσεις του λιμανιού) σχετικά με τις απαιτήσεις του πλοίου για ευκολίες υποδοχής αποβλήτων;

☐ Ναι ☐ Όχι ☐ Δεν έχει εφαρμογή

Εάν Ναι, λάβατε επιβεβαίωση για τη διαθεσιμότητα των ευκολιών υποδοχής κατά την άφιξη;

☐ Ναι ☐ Όχι

4 ΕΠΠΡΟΣΘΕΤΕΣ ΠΑΡΑΤΗΡΗΣΕΙΣ/ΣΧΟΛΙΑ

_____

_____

_____

_____

Υπογραφή του Πλοιάρχου Ημερομηνία: __/__/____

(ημ/μην/έτος)

12 MANAGEMENT DATA RECORDING AND PROCESSING SYSTEM

12.1 General

The aim of this recording is the continuous adherence to and monitoring of the quantities and types of waste received and managed by the port facility reception facilities, and the control and evaluation of their actual use.

The processes described below constitute a documented monitoring system of the total evolution of waste. Also, the above system allows:

- To register the use of the reception facilities
- To keep evidence about the waste management
- To control the proper and lawful waste management
- To monitor the use of different types of reception facilities

12.2 Recording procedure

The aim is to monitor

- the actual use of ship-generated reception facilities,
- the types and categories of waste received and managed by the reception facilities,

All the relevant forms and documents are recorded and filed by the ship-generated port reception facility managers. The relevant documents include:

- Ship notification forms and waste delivery request.
- Ship-generated waste reception receipts.
- Inadequacy complaint reporting procedure.

In cooperation with the waste reception and management contractors, all the above are entered into an electronic database together with the information on the form of Annex II of the JMD 8111.1/41/09 notified by the ship masters, according to Article 6 of the above JMD and the information about the quantities of waste, per EWC Code, received by the ships and the process/place of their final lawful disposal.

12.3 Oily waste

Upon receipt of the Notification Form or the declaration of the ship about its intent to deliver waste, the Contractor plans the necessary actions, in order to serve the ship without causing any undue delay.

After the end of the waste delivery - reception (oily, oil wastes) the Contractor issues a reception receipt including different information about the ship and the waste.

Then, the data contained in the reception receipts are entered into an electronic database. Every entry on the database includes e.g. the name of the ship served, its type, its total capacity in GT, the date of the delivery, the number of the reception receipt and the type and quantity of delivered waste.

Prior to the delivery and transfer of oily waste or waste oils collected for further management, the Contractor issues a hazardous waste identification form and a receipt certificate, whose data are also entered into the electronic database. When necessary, the respective customs documents are issued.

The facility where the waste will be delivered will issue, if required, a delivery receipt and will sign/stamp the hazardous waste identification forms. The data on the reception receipts and the

identification forms and the customs documents serve to verify whether the quantities of oily waste and waste oils collected by the ships are wholly delivered to adequate and licensed for final disposal/recovery facilities.

12.4 Sewage

Upon receipt of the Notification Form or the declaration of the ship about its intent to deliver waste, the Contractor plans the necessary actions, in order to serve the ship without causing any undue delay.

After the end of the waste delivery - reception, the Contractor issues a reception receipt including different information about the ship and the collected sewage.

Then, the data contained in the reception receipts are entered into an electronic database. Every entry on the database includes e.g. the name of the ship served, its type, its total capacity in GT, the date of the delivery, the number of the reception receipt and the type and quantity of delivered sewage.

During the sewage disposal to the Waste Treatment Unit of EYATH, a relevant supporting document is issued if provided for by EYATH. The data on the reception receipts and other documents serve to verify whether the quantities of sewage collected by the ships are wholly delivered to adequate and licensed for final disposal/recovery facilities.

12.5 Garbage

Upon receipt of the Notification Form or the declaration of the ship about its intent to deliver garbage, the Contractor plans the necessary actions, in order to serve the ship without causing any undue delay.

After the end of the garbage delivery - reception, the Contractor issues a reception receipt including different information about the ship and the garbage.

Then, the data contained in the reception receipts are entered into an electronic database. Every entry on the database includes e.g. the name of the ship served, its type, its total capacity in GT, the date of the delivery, the number of the reception receipt and the type and quantity of delivered garbage.

The collected garbage are forwarded, depending on their type e.g. Biodegradable, recyclable etc. to the Landfill of Mavrorachi or to Sorting centres for recyclable materials or to other licensed facilities or units indicated by the alternative management systems. The data on the reception and final disposal documents serve to verify whether the quantities of garbage collected by the ships are wholly delivered to adequate and licensed for final disposal/recovery facilities.

12.6 Special and hazardous waste

Upon receipt of the Notification Form or the declaration of the ship about its intent to deliver special or hazardous waste, the Contractor plans the necessary actions, in order to serve the ship without causing any undue delay.

After the end of the waste delivery - reception of special/hazardous waste, the Contractor issues a reception receipt including different information about the ship and the waste.

Then, the data contained in the reception receipts are entered into an electronic database. Every entry on the database includes e.g. the name of the ship served, its type, its total capacity in GT, the date of the delivery, the number of the reception receipt and the type and quantity of delivered waste.

The collected waste are delivered for final disposal/recovery to alternative management facilities or systems that can receive and further handle the special and hazardous waste.

The facility where the waste will be delivered will issue, if required, a delivery receipt and will sign/stamp the hazardous waste identification forms (if their issuance is necessary). The data on the reception receipts and the identification forms and the customs documents serve to verify whether the quantities of special/hazardous waste collected by the ships are wholly delivered to adequate and licensed for final disposal/recovery facilities.

12.7 Electronic Waste Registry

Pursuant to 2, article 42 of the Law No. 4042/2012 (GG 24/A/13-02-2012), as amended by Article 157, par. 1 of Law 4389/2016 (GG 94/A/27-05-2016), the Electronic Waste Registry (EWR) was established aiming at the systematic collection and treatment of waste generation and management information. The JMD Οικ. 43942/4026 (GG B' 2992/19-09-2016) regulates the organization and operation of the EWR and specifies that the parties obliged to electronic registration and recording are:

- Any organization or enterprise, the facilities of which generate waste or carry out waste treatment works since they fall within the scope of Chapter A of La 4014/2011 (A' 209).
- Any organization or enterprise, including the Local Authorities collecting or transporting waste and being obliged to hold therefore a license of waste collection and transport, in accordance with article 36, paragraph 4 of Law 4042/2012 (A' 24).
- Each Local Authority of 1st Degree for the municipal waste it generates and manages.

In compliance with the above legislation, ThPA SA was registered on the EWR, as a Company/Organization (Registry Number: 124, Date of Registration: Thursday, 05 January 2017 11:55), as a Facility (Registry No: 124 – 1, Date of Registration: Thursday, 05 January 2017 12:53) and as a Collection and Transport Activity (Registry No: 124 – 2, Date of Registration: Thursday, 05 January 2017 - 14:01), The submission of ThPA SA Annual Waste Production Reports is done electronically through the EWC.

With the launch of the EWC, the ship-generated waste for 2017 were registered and recorded on the Catalogue in conformity with the instructions of the Ministry of Shipping and Island Policy (Letter Ref. No. 3122.3-16/3852/2017-18-01-2017 in Annex). In particular, a new Facility (Entity in the database) was created by ThPA S.A. under the name "ThPA S.A. Ship Waste" with Register Number EWR 124-3 and Date of registration 02 May 2017 - 10:56. This action separates the waste generated by ThPA S.A. from the waste delivered by ships.

13 ENVIRONMENTAL MANAGEMENT SYSTEM

13.1 Introduction

Pursuant to Annex I of the Directive 2000/59/EC and the JMD 8111.1/41/2009 (GG 412B/06-03-2009) *"...The procedures for reception, collection, storage, treatment and disposal should conform in all respects to an environmental management scheme suitable for the progressive reduction of the environmental impact of these activities. Such conformity is presumed if the procedures are in compliance with the Council Regulation (EEC) No 1221/2009 of 25 November 2009 allowing voluntary participation by companies in the industrial sector in a Community eco-management and audit scheme(1). In any case, the proper functioning of the facilities will be ensured and the applicable legislation will be observed".*

In general, various standards and systems for the certification of the ports environmental performance have been developed. The port authorities, port managing bodies and terminal operators are faced with a complex network of regulations and standards on Environment and Safety.

A properly implemented EMS plays an essential role in the operation of an organization integrating environmental aspects and sustainability issues in its daily operation. The benefits offered by the EMS are the following:

- ✓ Reduction of the risk arising from activities with environmental impact
- ✓ Adherence to legal regulations and obligations
- ✓ Safety and trust of employees about the sequence of work processes
- ✓ Economic benefit generated by the improved environmental performance e.g. reduction of waste and energy related cost.
- ✓ Improved internal and external image.
- ✓ Organizations can implement an EMS suitable to their operation even without certification according to specific standards.

13.2 ISO14001:2015 Environmental Management System

NORTH AEGEAN SLOPS is certified in accordance with the international standards:

- ISO 9001:2008 Quality
- ISO 14001:2004 Environmental Management System
- OHSAS 18001:2007: Health & Safety within the workplace
- SA 8000 Social Responsibility
- ISO 16304:2013 Arrangement and management of ship-generated port reception facilities

Therefore, all processes under these standards are also applied in the case of the ship-generated reception facilities. The implementation of these systems by the Contractor guarantees quality and compliance with the applicable legislation and safety in the waste collection, treatment, storage, carriage and delivery.

ThPA SA is an organization with a pioneering role in the implementation of environmental protection and management measures, since it was the first Greek port that was environmentally certified under the PERS (Port Environmental Review System) standard.

ThPA SA has developed and applies an Environmental Management System, in conformity with the

requirements of the standard ISO 14001:2015 and in compliance with the requirements of Art. 6 of the Port's DAET. Conformity testing with the International Standard is carried out by the International Certification Organization BUREAU VERITAS.

ThPA SA has a valid ISO14001:2015 certificate for the activities: *"Berthing of commercial ships, loading/unloading of bulk cargo and containers, storage and handling of goods and other items and berthing of passenger ships and cruise ships. Concession of spaces for commercial and cultural activities".*

According to ThPA SA, the benefits from the implementation of this environmental management system are expected to be - inter alia - the following:

- Possibility to reduce the product and service provision cost, in different ways, such as the rational management of natural resources and energy saving,
- Building a trust-based relation between the company and the local authorities, thus speeding up the company's request approval processes.

Prevention of environmental accidents

13.3 ThPA SA environmental policy

The text of the approved ThPA SA Environmental Policy follows.

"The establishment of sustainable development through qualitative and environmentally-friendly services in one of ThPA SA's main strategic goals".

In this context, ThPA SA has adopted and applies an integrated environmental management policy, according to ISO 14001.

ThPA SA commits itself to:

- Meet the requirements arising from the ISO 14001 standard.
- Comply with the applicable environmental legislation.
- Operate with the objective of preventing pollution and improving the environmental performance of the Environmental Management System.
- Inform and encourage all the personnel about its involvement in environmental protection actions.
- Perform regular identification, evaluation and control of all environmental aspects and impacts.
- Set the adequate environmental programmes and goals in order to improve the environmental performance, reduce negative and increase positive impact originating by its activities.
- Review the environmental goals and programmes.
- Inform and raise awareness of the port community, suppliers, contractors and passengers passing through the port, on environmental management issues.

ThPA SA Management and Personnel acknowledge the need to provide environmentally-friendly services and make every effort in this direction. The Environmental Policy has been notified to the employees, is available to the public and is reviewed on a regular basis.

14 EMERGENCY - DANGEROUS SITUATIONS

14.1 Introduction

All the required actions have been provided for and scheduled to prevent emergency pollution incidents for a timely and effective response to a dangerous situation during the ship-generated waste reception and management process.

Immediate information to the competent authorities is a *sine qua non* condition for minimizing adverse effects that may occur after an emergency dangerous incident.

It is noted that within the framework of ThPA SA, contingency plans has been developed pursuant to Law 3100/2003, the P.D. 11/2002 and the Law 2252/1994, which have been validated by the Central Coastguard of Thessaloniki. Also, as regards the specific activities of ship-generated reception and management, the Contractor has elaborated and submitted (with on-going updates) a relevant contingency plan to ThPA SA, before taking up his duties.

14.2 Possible risks

Emergency dangerous situations related to the ship-generated waste reception and management processes are the ones, where negligent and careless action may lead to death or injury, environmental pollution or damage to third parties. For the purposes of this plan, the following emergency situations were identified:

- Spillage of liquid oily waste into the sea or on the shore.
- Spillage of sewage into the sea or on the shore.
- Spillage of garbage and other waste into the sea or on the shore.
- Fire
- Staff accident

14.3 Response

14.3.1 General

Pursuant to Regulation 37, Annex 1 and Regulation 17, Annex 2 of MARPOL 73/78, every oil tanker of 150 gross tonnage and above and every ship other than an oil tanker of 400 gross tonnage and above shall carry on board a “Shipboard oil pollution emergency plan” approved by the Administration.

Also, pursuant to the M.D. 3231.8/1/1989 *“Licensing Terms and Conditions for ships and floating crafts used as floating oily residue reception facilities”* as amended and in force, every floating facility shall carry on board a “Shipboard oil pollution emergency plan”.

Based on the above, the Contractor’s two floating separators (TASOS II, ASINIOS LITHOS) carry such plans that were drafted based on the instructions contained in the above Regulations and the Resolution MEPC 85(44)/13-3-2000 of the IMO for providing for a response to the following emergency incidents: transfusion pipe leakage, tank overflow, hull leakage, grounding/stranding, fire/explosion, collision, constructional damage, excessive list, electric power loss.

A similar plan has been developed for the garbage reception vessel (ALKIPPI), which provides for the response to such emergency incidents as: oil spillage into the sea, garbage spillage into the sea, fire/explosion, grounding/collision, constructional damage, excessive list, electric power loss, breakdown of main machine

Every tanker of truck of the contractor carries a written emergency response plan and the competent personnel is trained and informed regularly about its effective implementation.

As far as the land-based storage facilities are concerned, an emergency plan has been drafted pursuant to the P.D. 11/2002, approved by the Central Coastguard of Thessaloniki, while another plan is being implemented to address any emergency situations related to the operation of the facility. The incidents covered under this plan are: Fire - explosion, cyclone, hurricane, earthquake, flood, terrorist attack, medical incidents - first aid.

In case an emergency incident breaks out on the served ship, the SMPEP is activated and all the necessary information is provided to the Central Coastguard of Thessaloniki and ThPA SA. If a pollution incident cannot be addressed using the available equipment onboard ship, it is possible to activate the emergency plan of ThPA SA, the Local/Port Contingency Plan of the Central Port Authority of Thessaloniki, pursuant to the P.D. 11/2002 and seek assistance to a special marine anti-pollution company.

The actions required to face any emergency situation are briefly presented below:

14.3.2 *Spillages into the sea or on the shore*

14.3.2.1 Oily waste

- Whoever notices first the spillage, announces loudly the incident.
- Every waste transfusion or transfer is suspended.
- The contractor (NORTH AEGEAN SLOPS), the Port Authority (Central Port Authority of Thessaloniki) and ThPA SA are notified accordingly.
- If the served ship is responsible, it shall implement immediately, as it is bound to, its own emergency plan (Shipboard Oil Pollution Emergency Plan), by deploying the designated crew and the anti-pollution equipment required. If the extent of the pollution cannot be dealt with the available equipment onboard ship, the Port Authority concerned will be notified and the next steps will be agreed by all parties.
- If the collection equipment of the contractor or the land-based tanks are responsible for the pollution, the respective emergency plan will be applied. If the extent of the pollution cannot be dealt with the available equipment onboard, the Port Authority concerned will be notified and the next steps will be agreed by all parties.
- In any case, the person responsible for the pollution must make sure that it will be reduced on his own responsibility and at his expense.
- If it is deemed appropriate by the conditions, the emergency plan of the Port Authority concerned and/or ThPA SA may be put in place.
- The person that will undertake to face pollution, on behalf of the responsible party, takes anti-pollution actions aiming at reducing the spillage.
- The cause of the spillage and the expected extent of the pollution are identified.
- The area is cordoned off.
- The suitable staff is invited on the incident site carrying the necessary anti-pollution equipment.

- Anti-pollution means are applied in the sea and on the shore (e.g. Immersion of absorbent materials, application of suction-pumps or skimmers, floating barrier immersion, collection of oily waste in a tank/drum, blocking land spread, creation of a buffer). Assessment of the need to remove the involved ship from the incident site.
- Remedy the cause of the incident and any consequent damage.
- The responsible person reassesses the situation and decides to end the state of emergency. If the Port Authority is present, the decision to end the state of emergency is taken by both of them together.
- Record all the data of the incident, keep a record of data, documents, photos, materials used, expenses etc.
- Meeting of the persons in charge of the implementation of this plan with the persons involved in the incident to evaluate the causes, the response and the need to take extra security measures.
- The incident report is sent to the Port Authority concerned, if required.

14.3.2.2 Sewage

- Whoever notices first the spillage, announces loudly the incident.
- Every activity, the pump and the waste transfusion device are halted.
- The contractor (NORTH AEGEAN SLOPS), the Port Authority (Central Port Authority of Thessaloniki) and ThPA SA are notified accordingly.
- In any case, the person of the ship or vehicle responsible for the pollution must make sure that it will be reduced on his own responsibility and at his expense.
- The person that will undertake to face pollution, on behalf of the responsible party, takes anti-pollution actions aiming at reducing the spillage.
- The cause of the spillage and the expected extent of the pollution are identified.
- The personnel of the involved party (ship, vehicle) remedies the cause of the incident and stops the spillage.
- If the spillage is in the sea, the waste is left to be spread naturally.
- If the spillage is extended to the shore, the site is cleaned with water and disinfected with environmentally-friendly detergents.
- The responsible person reassesses the situation and decides to end the state of emergency. If the Port Authority is present, the decision to end the state of emergency is taken by both of them together.
- Record all the data of the incident, keep a record of data, documents, photos, materials used, expenses etc.
- Meeting of the persons in charge of the implementation of this plan with the persons involved in the incident to evaluate the causes, the response and the need to take extra security measures.
- The incident report is sent to the Port Authority concerned, if required.

14.3.2.3 Garbage

- Whoever notices first the spillage, announces loudly the incident.
- The waste transfer is suspended.
- The contractor (NORTH AEGEAN SLOPS), the Port Authority (Central Port Authority of Thessaloniki) and ThPA SA are notified accordingly.
- In any case, the person of the ship or vehicle responsible for the pollution must make sure that it will be reduced on his own responsibility and at his expense.
- The person that will undertake to face pollution, on behalf of the responsible party shall decide on ways to collect the garbage spilled.
- In case of spillage of garbage into the sea, manual equipment is used (e.g. a butterfly net, a rake) to place waste in an appropriate container (e.g. plastic bags, bin). To minimize spread, it is possible to immerse a floating barrier close to the spot of the waste spillage into the sea.
- In the event of a garbage spillage on the shore, collect the garbage manually with a dustpan and brush or a shovel and place /put back in an appropriate container (e.g. plastic bags, bin). If among the objects, there are sharp objects, do not collect them manually but use a special equipment e.g. clamps, shovels etc.
- The responsible person reassesses the situation and decides to end the state of emergency. If the Port Authority is present, the decision to end the state of emergency is taken by both of them together.
- Record all the data of the incident, keep a record of data, documents, photos, materials used, expenses etc.
- Meeting of the persons in charge of the implementation of this plan with the persons involved in the incident is held to evaluate the causes, the response and the need to take extra security measures
- The incident report is sent to the Port Authority concerned, if required.

14.3.3 *Fire*

- Whoever notices first the spillage, announces loudly the incident.
- Every waste transfusion or transfer is suspended.
- The contractor (NORTH AEGEAN SLOPS), the Port Authority (Central Port Authority of Thessaloniki) and ThPA SA are notified accordingly.
- If the fire breaks out on the served ship, the emergency plan of the ship must be put in place to extinguish it. If the fire cannot be extinguished with the available equipment onboard ships, call the Fire Brigade (199) and notify the Port Authority for any help at sea.
- If the fire breaks out in a container bin, use the portable fire-extinguishers available on the site of the incident. If it cannot be extinguished using the available means, call the Fire Brigade.
- If the fire breaks out in a collection vehicle, use the portable fire-extinguishers available on the vehicle or on the scene. If the fire breaks out on a waste cargo or cannot be extinguished using the available fire-fighting equipment, call the Fire Brigade (199).

- If the fire breaks out in the tanks, the emergency plan of the facility will be implemented using the prescribed fire-fighting equipment. If the fire breaks out on a waste cargo or cannot be extinguished using the available fire-fighting equipment, call the Fire Brigade (199).
- If someone is in danger, help him get away without putting your life in danger or call for help (other people, fire brigade).
- If someone is injured, call the National First Aid Center (166).
- Evacuate all those who are not involved in the incident and order them to stay away and stand against the wind.
- Check if there is fuel spillage or flammable materials on the site. If so, soak the fuels or flammable materials with charge of fire-extinguishers to remove flammable materials.
- The responsible person reassesses the situation and decides to end the state of emergency. If the Port Authority is present, the decision to end the state of emergency is taken by both of them together.
- Record all the data of the incident, keep a record of data, documents, photos, materials used, expenses etc.
- Meeting of the persons in charge of the implementation of this plan with the persons involved in the incident to evaluate the causes, the response and the need to take extra security measures.
- The incident report is sent to the Port Authority concerned, if required.

14.3.4 *Work accident*

A) Exposure to oily waste

- Announce loudly the incident to let everyone present know about the incident.
- Halt all activities.
- Take the injured person away from his working area. Make sure that the area where the injured person will be transferred is well aerated and clean.
- Remove all possible ignition sources from the area.
- Before taking off the clothes of the injured person, wet them with water to avoid hazards arising from static electricity.
- Refer to the MSDS material, if any.
- Contact with skin

- remove all polluted clothes and shoes as soon as possible. Wash thoroughly under running water with inert soap for 10 minutes at least. Continue for 10 more minutes, if there are still traces on the skin.

- If the skin looks dry or irritated, apply carefully lanolin ointment.

- If the burn is extended, give the victim half a glass of water every 10 minutes to replace lost fluids.

- If the burns are severe and large, call for medical help and move the injured person as soon as possible on the shore.

- Contact with eyes

- Wash the eyes thoroughly under running water. Keep the eyelids open to the extent possible. Continue for 10 minutes or until it is completely removed.

- If the injured person suffers pain or irritation, call for medical help.

- Do not administer eye drops or any other liquid without consulting a doctor.

- Swallowing

- Do not induce vomiting (risk of lung complications).

- Place the injured person in a supine position with his feet slightly raised.

- Loosen his belt, put on him a neck brace and cover him with a blanket.

- Seek medical advice

- Inhalation

If the injured person does not breathe:

- Call immediately for medical help and transfer the patient on the shore.

- Place the injured person in a supine position with his feet slightly raised.

- Loosen his belt, put on him a neck brace and cover him with a blanket.

- Begin immediately to give artificial respiration only if you have been trained to do it.

- Massage the injured person's sternum, if he does not have a pulse.

If the injured person's breathes and is unconscious:

- Seek immediately medical help.

- Check if there is a foreign object stuck in his mouth blocking his airway.

- Pull his tongue outward.

- Remove any other secretions and any vomit from his airway.

- Remove his denture, if any.

- Keep him warm.

- Do not administer anything *per os* if he is unconscious

- Never give alcohol, morphine or any other stimulant

- Call immediately for medical help and transfer the patient on the shore.

If the patient breathes and is conscious:

- Place him in a supine position with his feet slightly raised.

- If necessary, supply air to him using a breathing apparatus. If he still has difficulty in breathing, supply oxygen to him. These actions can only be performed by suitably trained personnel.

- If his breathing does not improve, he risks suffocating or developing a pulmonary oedema.

- If the burns are severe and extended call for medical help and move the injured person as soon as possible on the shore.

- Where necessary, call the National First Aid Center (EKAV) to take care of the injured person.

b) Exposure to other waste and garbage

- Provide immediately first aid, such as cleaning of wounds and skin, and rinse eyes under running water.
- In case of injury with a sharp, do not apply powder for wounds or haemostatic cotton because there is a risk of infection. Clean the injury with hydrogen peroxide or Marseille soap under running water. After drying thoroughly the injury with a sterilised gauze, apply Betadine or any other antiseptic wash, cover it with a sterilized gauze and adhesive bandage.
- Report immediately the incident to the Safety Technical Officer and to the Occupational physician of ThPA SA or to the contractor.
- Inspect the object or the waste that caused the accident to prevent any further pollution.
- Ensure that extra medical care and monitoring is provided to him by the occupational physician or at the Emergency Unit of a hospital.
- Ensure that he takes blood or other tests, if necessary.
- Report the incident.
- Investigate the incident and take measures to prevent similar incidents in the future.

14.4 Training

The personnel of the contractor NORTH AEGEAN SLOPS and ThPA SA shall be trained and informed regularly on issues pertaining to the prevention and response to an emergency situation.

A tabletop or a simulation of the emergency in the field can be organized once a year by the persons in charge of implementing this plan, with the participation of all involved personnel.

These drills will be recorded on a file and will evaluate the readiness and capacity of the personnel to respond to an emergency incident, the means of communication, the adequacy of the anti-pollution equipment, the condition of the personal protective equipment etc.

15 HEALTH AND SAFETY AT WORK

15.1 Introduction

This chapter describes the main health & safety measures that must be taken when providing a ship-generated waste reception activity in the Port of Thessaloniki.

NORTH AEGEAN SLOPS, as a contractor - manager of the waste reception facilities, will apply the measures and rules required by the applicable legislation (e.g. General Port Regulation, No. 34, P.D. 1349/1981 Regulation for the prevention of occupational accidents on the ships, Chapter IV, SOLAS, P.D. 396/1994 Minimum health & safety specifications for the use of personal protective equipment by employees, P.D. 105/95 Minimum requirements for health & safety signs in the workplace).

According to the applicable legislation on "Health & Safety of Employees" (e.g. Law 385/10 Ratification of the Code of Laws related to Occupational Safety and Health, P.D. 16/1996 on the Minimum Health and Safety Requirements for workplaces in compliance with the Directive 89/654/EU), in the ship-generated waste and cargo residues reception facilities, either floating or land-based, all necessary employee health & safety measures and requirements must be complied with.

In all cases of waste reception, the reception facility personnel must be aware of the risks related to such waste, the safe working instructions and the proper use of the available personal protective equipment.

Moreover, the personnel must, depending on the nature of work performed, apply all rules and regulations imposed by ThPA SA and any other special requirements set by the Central Port Authority of Thessaloniki.

15.2 General security measures

- The weather conditions at the place and time of ship-generated waste delivery to the reception facility, especially in the case of a sea-based port facility and delivery of liquid residues must not pose any risk for the ship or the operation (strong waves, wind and lightning).
- Ensure proper condition of all devices and machinery required for a safe delivery of residues from a ship to a reception facility.
- Prior to the start of delivery of oily waste, the ship operator and the reception facility operator must complete and sign the waste checklists related to the transfusion of oily waste from one tanker to another.

15.3 Fire safety

All sea-based waste reception facilities need to have fire safety equipment and permanent fire-extinguishing devices provided for the ships based on their capacity and voyages, in conformity with the requirements of the Regulation on the fire-fighting equipment onboard" (P.D. 379/96) or the Regulation applicable each time.

For the land-based reception units, the preventive and suppressive fire protection measures are set out in the M.D. Φ15/οικ. 1589/104/06 (90/B/30.1.06) "Adoption of fire protection measures in industries - artisanal establishments, professional labs, warehouses and service provision mechanical facilities, which are subject to the provisions of Law 3325/05 (68/A) and other activities", as amended and in force by the:

- ✓ M.D. Οικ. 12997/145/Φ.15/2014, (GG 3284/B/8.12.2014) "Simplification of the licensing for the exercise of the economic activity - Extension of exemption of the active fire protection certificate".
- ✓ M.D. Οικ. 7077/444/Φ.15/2009, (GG 977/B/22.5.2009) "Completion of the JMD Φ15/οικ. 1589/104/2006 (GG 90/B) on the "Adoption of fire protection measures in industries - artisanal establishment, professional labs".

The general preventive fire protection measures are the following:

- ❖ In the areas where flammable waste are delivered, stored or treated, smoking and any activity that could constitute an ignition source are prohibited.
- ❖ Hot works are prohibited in such area, except in those cases where a special license is issued according to the provisions of the applicable national legislation; in areas where the atmosphere is flammable, the electric equipment must be suitable for use in such areas.
- ❖ The fire extinguishing appliances must be sufficient and suitable for fighting fire of hazardous waste and the personnel must be trained and acquainted with its use.
- ❖ There is Audible or visual alarm or other rapid alert systems in case of a fire.
- ❖ The reception facility or the adjacent area to the port facility has an International Shore Connection to supply water to the ship's fire-fighting equipment (I.C. SOLAS, Chapter 11-2, Regulation 19).
- ❖ The no smoking and naked flame prohibition signs are permanently placed, visible, noticeable and adequately lit (at night fluorescent or photoluminescent equipment is used). These signs marked in colours are placed on consolidated tables which must be uploaded on visible places.
- ❖ The employees must be aware about the areas where the fire-fighting equipment is installed, their operating mode and the suitable use of each appliance.

15.4 Communications

The reliable and adequate communication between the ship and the reception facility and also among the employees at the reception facility is a prerequisite for the safety of the ship, its personnel and those employed at the port facility and the surrounding area of the port facility.

The communication can be performed in person, with the use of fixed or mobile telephony or the use of a VHF device. The VHF communications must meet the requirements of Regulation 7, Chapter IV of the I.C. SOLAS and the Performance Standards of Resolutions A.609(15) and A.(803)19 of the IMO.

The land-based reception equipment must also be equipped with VHF (facilities, trucks etc.). Portable VHF will be available for the communication of the onshore personnel if no telephone devices are installed or available in their workplace. In places where there is a risk of ignition, VHF of an explosion-proof type will be used rather than mobile phones.

15.5 Personal Protective Equipment

In cases when their effective protection against the risk of injury or accident cannot be guaranteed with other means, the employees must be provided with and make proper use of the personal protective equipment and protective clothing (General Rule of the Minimum Health and Safety Requirements regarding the use of personal protective equipment by the employees at work, P.D. 396/1994 (GG 220 A'/19-02-1994).

For the employees working onboard the ships, the provisions of the Regulation for the prevention of

occupational accidents onboard ships apply (P.D. 1349/1981) regarding the personal protective equipment, the protective clothing and their maintenance.

The personal protective equipment must be suitable in order to prevent the risks and be used for the intended use according to the manufacturer's instructions; training must be provided to ensure safe use of the equipment.

15.6 Safety signs

Pursuant to the P.D.105/95 "Minimum requirements for health & safety signs in the workplace in compliance with the Directive 92/58/EEC", in every potentially dangerous area of the facility and the waste reception facilities, there must be permanent signing including prohibition signs, warnings, obligations, rescue means, means of assistance, fire-fighting equipment and signs for obstacles, dangerous locations and for marking traffic routes. The signing will be posted in appropriate and prominent locations in order to be visible to all employees and users of the port facilities.

15.7 Accident prevention

The workplaces and the operation of the machines and their accessories must guarantee a safe and healthy environment. The provisions of the P.D. 1349/1981 and the P.D. 16/1996 "Minimum Health and Safety Requirements for workplaces in compliance with the Directive 89/654/EEC" apply.

Also the weather conditions at the place and time of ship-generated waste delivery to the reception facility, must not pose any risk for the ship or the operation (strong wind, lightning).

15.8 First Aid provision after an accident

In case of an accident, the first aid can be provided by the personnel of the contractor, ThPA SA or the Central Port Authority of Thessaloniki, provided it is adequately trained. Otherwise, they call the National First Aid Center (EKAV) or a doctor and/or transfer the patient to the closest hospital.

15.9 Lifting equipment

If lifting equipment is used in the reception facility, it must be of sufficient strength and maintained in good working order, in conformity with the requirements of the M.D. οικ. 15085/593/2003 "Regulation on the control of lifting machines" and the P.D. 316/2001 "Regulation on the inspection of ships lifting equipment".

Every lifting machine and its accessories should be used within its acceptable service load limits, tested regularly and inspected visually prior to every use. The records of the periodic inspections with the safe working load, the dates and their results are kept in the reception facility.

15.10 Visual inspection of flexible pipes

The flexible pipes used for the reception of oily waste must meet the requirements of the internationally recognized standards, which are certified by a statement of the manufacturer or the competent authority of the manufacturing country or by the indelible stamp of the manufacturer on the pipes. Article 10 of the General Port Regulation applies in this regard.

Prior to the connection of the flexible pipes and the start of the delivery of oily waste, a visual inspection must be performed by the reception officer to detect wear or other and other defects and ensure that safe operation requirements are met. If the flexible pipes are not in a satisfactory condition, the reception officer shall suspend the delivery of waste until the problem is restored. The flexible pipes must be pressure cycled and tested for electrical continuity regularly according to the

manufacturer's instructions.

15.11 Waste transfusion and fenders

There must be a provision for sufficient distance between the sea-based reception facility, if any, and the ship that is going to deliver its waste, through the proper placement of fenders to prevent contact of the ship's metal structures and electric sparks.

For the transfusion of waste through the pipes from one ship to another ship or tanker, the safety rules of the General Port Regulation 34 and the requirements of OCIMF, ICS and IMO apply (Resolution MEPC.186(59)).

As regards the transfusion of waste to/from the land tanks, the terms of the International guide "International Safety Guide for Oil Tankers and Terminals, 5th Edition" and the Regulation on the Operation of the Tank installation apply.

15.12 Lighting, aeration, detection of hazardous gases at the workplace

In all workplaces, there must be sufficient natural lighting during daytime, with the exception of the works that require artificial lighting, taking into account, however, all necessary precautions for the safety of the personnel. All the workplaces must be sufficiently ventilated, in accordance with the hygiene rules (Chapter F' of the P.D. 16/1996 "Minimum Health and Safety Requirements for workplaces in compliance with the Directive 89/654/EEC" and P.D. 1349/1981 "Regulation for the prevention of occupational accidents on the ships."

15.13 Cleaning, toilets and drinking water

The requirements of the P.D.16/1996 "Minimum Health and Safety Requirements for workplaces in compliance with the Directive 89/654/EEC" and the relevant health & safety provisions of the competent Ministry of Health shall apply.

All workplaces, corridors, stairways, waiting areas must be kept clean and particular care is required for garbage collection and disposal. Drinking waste must be separated and identified differently from the water intended for other uses; water collected to specific areas due to the nature of operations must be removed using drains and sewers. The operation of the sea-based reception facilities must be in conformity with the applicable hygiene rules.

16 ANNEX I

16.1 Qualitative and quantitative management certificates

BUREAU VERITAS
Certification

ΟΛΘ Α.Ε.

Α προβλήτα εντός λιμένος, ΤΚ 54012, Θεσσαλονίκη
ΕΛΛΑΔΑ

Το Bureau Veritas Certification Holding SAS – UK Branch πιστοποιεί ότι το Σύστημα Διαχείρισης του ανωτέρω οργανισμού έχει αξιολογηθεί και καλύπτει τις απαιτήσεις των παρακάτω προτύπων διαχείρισης συστημάτων

ISO 14001:2015

Αντικείμενο Πιστοποίησης

- **ΕΛΛΙΜΕΝΙΣΜΟΣ ΕΜΠΟΡΙΚΩΝ ΠΛΟΙΩΝ, ΕΠΙΒΑΤΙΚΩΝ ΠΛΟΙΩΝ ΚΑΙ ΚΡΟΥΑΖΙΕΡΟΠΛΟΙΩΝ.**
- **ΦΟΡΤΟΕΚΦΟΡΤΩΣΗ ΕΜΠΟΡΕΥΜΑΤΟΚΙΒΩΤΙΩΝ, ΦΟΡΤΙΩΝ ΧΥΔΗΝ, ΚΑΙ ΓΕΝΙΚΟΥ ΦΟΡΤΙΟΥ.**
- **ΑΠΟΘΗΚΕΥΣΗ ΚΑΙ ΔΙΑΚΙΝΗΣΗ ΕΜΠΟΡΕΥΜΑΤΩΝ ΚΑΙ ΑΛΛΩΝ ΕΙΔΩΝ.**
- **ΠΑΡΑΧΩΡΗΣΗ ΧΩΡΩΝ ΓΙΑ ΕΜΠΟΡΙΚΕΣ ΚΑΙ ΠΟΛΙΤΙΣΤΙΚΕΣ ΔΡΑΣΤΗΡΙΟΤΗΤΕΣ.**

Ημερομηνία Αρχικής Πιστοποίησης:	**31 Ιανουαρίου 2019**
Ημερομηνία Λήξης Προηγούμενου Κύκλου Πιστοποίησης:	**Δ/Ε**
Ημερομηνία Αξιολόγησης Πιστοποίησης:	**16 Ιανουαρίου 2019**
Ημερομηνία Έναρξης Κύκλου Πιστοποίησης:	**31 Ιανουαρίου 2019**

Με την προϋπόθεση ότι το Σύστημα Διαχείρισης της εταιρείας θα συνεχίζει να λειτουργεί ικανοποιητικά, το πιστοποιητικό λήγει στις: **30 Ιανουαρίου 2022**

Αρ. Πιστοποιητικού **GR19.3691E** Έκδοση : **Νο.1** Ημερομηνία Αναθεώρησης: **31 Ιανουαρίου 2019**

Εκ μέρους του BVCH SAS UK Branch
Ν. Τρίλιζας

UKAS
0008

Διεύθυνση Φορέα Πιστοποίησης: 5th Floor, 66 Prescot Street, London E1 8HG, United Kingdom
Τοπικό Γραφείο: Αντωλικού 23, 185 45 Πειραιάς, Ελλάδα

Περισσότερες πληροφορίες σχετικά με το αντικείμενο του παρόντος πιστοποιητικού και την εφαρμογή του συστήματος διαχείρισης, μπορούν να ζητηθούν από τον οργανισμό. Για να ελέγξετε την ισχύ αυτού του πιστοποιητικού παρακαλώ επικοινωνήστε στο: +302104063 600

1 / 1

16.2 Agreements in operation with contractors

ΟΛΘ ThPA S.A.

ΓΕΝΙΚΗ ΔΙΕΥΘΥΝΣΗ ΕΠΕΝΔΥΣΕΩΝ
ΤΜΗΜΑ ΠΡΟΜΗΘΕΙΩΝ

ΠΑΡΑΤΑΣΗ ΤΗΣ ΑΝΑΘΕΣΗΣ – ΠΑΡΟΧΗΣ (ΠΑΡΑΧΩΡΗΣΗΣ) ΣΥΜΠΛΗΡΩΜΑΤΙΚΩΝ ΥΠΗΡΕΣΙΩΝ ΠΑΡΑΛΑΒΗΣ ΑΠΟΒΛΗΤΩΝ & ΚΑΤΑΛΟΙΠΩΝ ΦΟΡΤΙΩΝ ΤΩΝ ΠΛΟΙΩΝ ΠΟΥ ΚΑΤΑΠΛΕΟΥΝ ΣΤΟ ΛΙΜΕΝΑ ΘΕΣΣΑΛΟΝΙΚΗΣ ΣΕ ΣΥΝΕΧΕΙΑ ΠΡΟΗΓΟΥΜΕΝΗΣ ΣΥΜΒΑΣΗΣ

Στη Θεσσαλονίκη σήμερα **1η Ιανουαρίου 2020**, ημέρα Τετάρτη στα Κεντρικά Γραφεία της Ο.Λ.Θ. Α.Ε. οι παρακάτω συμβαλλόμενοι,

Α) η Ανώνυμη Εταιρία με την επωνυμία «**ΟΡΓΑΝΙΣΜΟΣ ΛΙΜΕΝΟΣ ΘΕΣΣΑΛΟΝΙΚΗΣ, ΑΝΩΝΥΜΗ ΕΤΑΙΡΙΑ - Ο.Λ.Θ. Α.Ε.**», με έδρα τη Θεσσαλονίκη (οδός εντός Λιμένα, Προβλήτα 1, Τ.Θ. 10467, Τ.Κ. 54625) και ΑΦΜ 099356700, Δ.Ο.Υ. ΦΑΕ ΘΕΣ/ΝΙΚΗΣ, η οποία εκπροσωπείται νόμιμα από τον κ. **FRANCO NICOLA CUPOLO**, Γενικό Εκτελεστικά Διευθυντή της ΟΛΘ ΑΕ και

Β) η Ανώνυμη Εμπορική Μονομετοχική Εταιρία με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» και διακριτικό τίτλο «North Aegean Slops AE», με ΑΦΜ 800805744, Δ.Ο.Υ. ΦΑΕ Θεσσαλονίκης, Αρ. ΓΕΜΗ 141486004000, και θα καλείται εφεξής «ΑΝΑΔΟΧΟΣ», έχει την έδρα της επί της οδού 26ης Οκτωβρίου 42, Τ.Κ.546 27 στη Θεσσαλονίκη, και εκπροσωπείται νόμιμα στην παρούσα από τον κ. **ΗΛΙΑ ΟΡΦΑΝΙΔΗ**, Πρόεδρο και Διευθύνοντα Σύμβουλο, με ΑΔΤ ΑΗ 670628/13-10-2009, εκδοθέν από το ΑΤ Ωραιοκάστρου,

Γ) Ο Ηλίας Ορφανίδης με ΑΔΤ ΑΗ 670628/13-10-2009, εκδοθέν από το ΑΤ Ωραιοκάστρου, ως τρίτος συμβαλλόμενος εγγυητής,

συμφώνησαν και έκαναν αποδεκτά

Η πρώτη των συμβαλλομένων «Ο.Λ.Θ. Α.Ε.» και ο «ανάδοχος»

1. Έχοντας υπόψη :
   - Τη Διακήρυξη ΓΔΕΜ ΤΜ. ΠΕΡ. 1/2009
   - Τις διατάξεις του Π.Δ. 59/2007 (ΦΕΚ 63.Α'/16.3.07), της Κοινοτικής Οδηγίας 2004/17/ΕΚ, του Π.Δ. 82/1996, του Ν. 3886/2010, του Ν. 3310/2005 όπως συμπληρώθηκε από το Ν. 3414/2005, του Ν. 3054/2002,
   - Τις διατάξεις του Κανονισμού Σύναψης & Εκτέλεσης Συμβάσεων Προμηθειών, Υπηρεσιών Έργων Παραχωρήσεων και Εκποιήσεων της Ο.Λ.Θ. Α.Ε. (ΦΕΚ 1941.Β'/14.12.2010), ως ισχυαν
   - Την από 1/11/2006 σύμβαση για την αντιμετώπιση περιστατικών ρύπανσης της θάλασσας από πετρέλαια και επιβλαβείς ουσίες (σχετ. η αριθ. ΓΔΕΝ.Τμ. Περβ. 1/2006 διακήρυξη)
   - Την από 16-10-2010 αρχική σύμβαση για την παραλαβή αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στα λιμένα Θεσσαλονίκης.
   - Την από 8-4-2011 τροποποίηση της αρχικής σύμβασης.
   - Την από 11-1-2013 τροποποίηση της αρχικής σύμβασης.
   - Την από 1-11-2014 τροποποίηση της αρχικής σύμβασης.

- Την από 16/4/2015 σύμβαση παράτασης της από 16/4/2010 σύμβασης για την εκτέλεση των υπηρεσιών παραλαβής αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο λιμένα Θεσσαλονίκης, με διάρκεια 30 μήνες.
- Την αριθ. 6736/14-7-2016 Απόφαση του ΔΣ/ΟΛΘ ΑΕ, με την οποία εγκρίθηκε η τροποποίηση της σύμβασης μεταξύ της ΟΛΘ ΑΕ και της εταιρικής επιχείρησης «North Aegean Slops-Ηλίας Ορφανίδης», με τους όρους και προϋποθέσεις που περιγράφονται στην απόφαση.
- Την από 9/6/2017 τροποποίηση της από 16/4/2015 σύμβασης παράτασης για την εκτέλεση των υπηρεσιών παραλαβής αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο λιμένα Θεσσαλονίκης.
- Τις διατάξεις της Οδηγίας 2014/23/ΕΕ και του Ν. 4413/2016, ως ισχύουν
- Την με αριθ. 7108/6-7-2017 Απόφαση του ΔΣ/ΟΛΘ ΑΕ, με την οποία εγκρίθηκε η ανάθεση – παροχή (παραχώρηση) συμπληρωματικών υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ, στην Ανώνυμη Εμπορική Μονομετοχική Εταιρεία «NORTH AEGEAN SLOPS», για χρονικό διάστημα έξι (6) μηνών με εκτιμώμενη δαπάνη το ποσό των τετρακοσίων δέκα χιλιάδων ευρώ (410.000,00€) σύμφωνα με τις διατάξεις του άρθρου 25.3στ του π.δ. 59/2007, αλλά και των άρθρων 51 παρ. 1(γ) και 51 παρ. 2 του ν. 4413/2016, με την υπογραφή της σχετικής σύμβασης.
- Την από 16.10.2017 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» και διακριτικό τίτλο «North Aegean Slops ΑΕ», για παροχή (παραχώρηση) συμπληρωματικών υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ για χρονικό διάστημα έξι (6) μηνών με εκτιμώμενη δαπάνη το ποσό των τετρακοσίων δέκα χιλιάδων ευρώ (410.000,00€) σύμφωνα με τις διατάξεις του άρθρου 25.3στ του π.δ. 59/2007, αλλά και των άρθρων 51 παρ. 1(γ) και 51 παρ. 2 του ν. 4413/2016 κατά τα λοιπά σύμφωνα με της από 16/4/2016 σύμβαση και την από 9/6/2017 τροποποίηση αυτής.
- Την αριθ. 2323/16.04.2018 Απόφαση ΔΣ/ΟΛΘ ΑΕ, σύμφωνα με την οποία εγκρίθηκε η υπογραφή νέας σύμβασης για τρεις (3) μήνες με την εταιρία «North Aegean Slops ΑΕ» για την παροχή υπηρεσιών παραλαβής αποβλήτων & διαχείρισης αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο Λιμένα της Θεσσαλονίκης, με τους ίδιους όρους με την από 16.10.2017 σύμβαση, αρχής γενόμενης από την λήξη της τελευταίας.
- Την από 27/4/2018 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» και διακριτικό τίτλο «North Aegean Slops ΑΕ», για παροχή (παραχώρηση) συμπληρωματικών υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ για χρονικό διάστημα τριών (3) μηνών με ενεργοποίηση την 16η Απριλίου 2018 και λήξη την 15η Ιουλίου 2018.
- Το αριθ. 10-1/25.7.2018 Πρακτικό της Εκτελεστικής Επιτροπής της ΟΛΘ ΑΕ, με το οποίο εγκρίθηκε η παράταση της σύμβασης με την ανωτέρω εταιρεία για την παραλαβή αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο Λιμένα Θεσσαλονίκης, έως 31.12.2018, με μείωση του ποσοστού που θα αποδίδεται στον ανάδοχο από 83,2592% σε 78,2592%, και το υπόλοιπο ποσοστό 21,7408% θα παραμένει στην ΟΛΘ ΑΕ, με αμετάβλητους τους υπόλοιπους όρους της από 27/4/2018 σύμβασης, αρχής γενομένης από τη λήξη της τελευταίας.

- Την από 16/07/2018 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» για την παροχή (παραχώρηση) υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ έως 31.12.2018.
- Το αριθ. 28-2/20.12.2018 Πρακτικό της Εκτελεστικής Επιτροπής της ΟΛΘ Α.Ε., με το οποίο εγκρίθηκε η παράταση, μέχρι την 31/3/2019, της σύμβασης με την εταιρία **North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία** για την παραλαβή αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο Λιμένα Θεσσαλονίκης με τους ίδιους γενικούς και οικονομικούς όρους.
- Την από 1/1/2019 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» για την παροχή (παραχώρηση) υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ έως 31.3.2019.
- Το αριθ. 41-3/22.3.2019 Πρακτικό της Εκτελεστικής Επιτροπής της ΟΛΘ Α.Ε., με το οποίο εγκρίθηκε η παράταση, μέχρι την 30/6/2019, σχετικής σύμβασης με την εταιρία **North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία** για την παραλαβή αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο Λιμένα Θεσσαλονίκης με τους ίδιους γενικούς και οικονομικούς όρους.
- Το Τιμολόγιο Παροχής Υπηρεσιών της Ο.Α.Θ. Α.Ε., όπως ισχύει.
- Την αριθ. 52-3/24.06.2019 Απόφαση της Εκτελεστικής Επιτροπής της ΟΛΘ ΑΕ, σύμφωνα με την οποία εγκρίθηκε η παράταση της σύμβασης για τρεις (3) μήνες, ήτοι έως 30.09.2019, με την εταιρία «North Aegean Slops AE» για την παροχή υπηρεσιών παραλαβής αποβλήτων & διαχείρισης αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στα Λιμένα της Θεσσαλονίκης.
- Την από 1/7/2019 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» για την παροχή (παραχώρηση) υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ, έως την 30.9.2019 με τους ίδιους γενικούς και οικονομικούς όρους.
- Την αριθ. 61-5/18.9.2019 Απόφαση της Εκτελεστικής Επιτροπής της ΟΛΘ ΑΕ, σύμφωνα με την οποία εγκρίθηκε η παράταση της προηγούμενης σύμβασης για τρείς (3) ακόμη μήνες με την εταιρία «North Aegean Slops AE» για την παροχή υπηρεσιών παραλαβής αποβλήτων & διαχείρισης αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στα Λιμένα της Θεσσαλονίκης.
- Την από 1/10/2019 σύμβαση μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» για την παροχή (παραχώρηση) υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ, έως την 31.12.2019 με τους ίδιους γενικούς και οικονομικούς όρους.
- Την αριθ. 72-4/19.12.2019 Απόφαση της Εκτελεστικής Επιτροπής της ΟΛΘ ΑΕ, σύμφωνα με την οποία εγκρίθηκε η παράταση της προηγούμενης σύμβασης, ήτοι της από 1.10.2019 έως 31.12.2019, για έξι (6) ακόμη μήνες με την εταιρία «North Aegean Slops AE» για την παροχή υπηρεσιών παραλαβής αποβλήτων & διαχείρισης αποβλήτων και καταλοίπων φορτίων των πλοίων που καταπλέουν στο Λιμένα της Θεσσαλονίκης.

- Σημειώνεται ότι η παράταση της υπόψη σύμβασης αποτελεί ειδική εξαίρεση μέτρου έκτακτης ανάγκης για τη διατήρηση της τρέχουσας ομαλής λειτουργίας της ΟΛΘ ΑΕ, λαμβάνοντας υπόψη ότι είναι σε εκκρεμότητα η εφαρμογή του άρθρου 105 του Ν.4504/2017.
- Το Τιμολόγιο Παροχής Υπηρεσιών της Ο.Λ.Θ. Α.Ε., όπως ισχύει.

2. Παρατείνει την ισχύ της από 01/10/2019 σύμβασης μεταξύ της ΟΛΘ ΑΕ και της Ανώνυμης Εμπορικής Μονομετοχικής Εταιρίας με την επωνυμία «**North Aegean Slops Εμπορική Μονομετοχική Ανώνυμη Εταιρία**» για την παροχή (παραχώρηση) υπηρεσιών παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων που προσεγγίζουν στη θαλάσσια περιοχή αρμοδιότητας της ΟΛΘ ΑΕ, έως την 30.6.2020 με τους ίδιους γενικούς και οικονομικούς όρους.

ΆΡΘΡΟ 1 - ΑΝΑΛΥΣΗ ΥΠΗΡΕΣΙΩΝ

Οι υπηρεσίες παραλαβής και διαχείρισης των αποβλήτων και καταλοίπων φορτίου των πλοίων, θα εκτελούνται σε πλοία το οποίο θα είναι σε θέση παραβολής στα κρηπιδώματα της Ο.Λ.Θ. Α.Ε. ή σε θέση αγκυροβολίας (Ρόδα) εντός των ορίων αγκυροβολίας που ισχύουν κάθε φορά.
Οι υπηρεσίες παραλαβής περιλαμβάνουν:

- Τα πετρελαιοειδή απόβλητα όπως αυτά περιγράφονται στην παράγραφο 1.1 του Β΄ Μέρους της σχετικής Διακήρυξης,
- Τα απορρίμματα, όπως αυτά περιγράφονται στην παράγραφο 1.2 του Β΄ Μέρους της σχετικής Διακήρυξης
- Τα κατάλοιπα φορτίου, όπως αυτά περιγράφονται στην παράγραφο 1.3 του Β΄ Μέρους της σχετικής Διακήρυξης,
- Τα ζωικά υποπροϊόντα και τα επικίνδυνα απόβλητα υγειονομικών μονάδων.

ΆΡΘΡΟ 2 - ΣΥΜΒΑΣΕΙΣ ΣΥΝΕΡΓΑΣΙΑΣ ΑΝΑΔΟΧΟΥ

Ο ανάδοχος για τη διάθεση:

- Των αποβλήτων λιπαντικών ελαίων, διαθέτει σύμβαση συνεργασίας με την ΕΝΔΙΑΛΕ.
- Των ηλεκτρικών στηλών και συσσωρευτών, διαθέτει σύμβαση συνεργασίας με τη COMBATT.
- Των επικινδύνων αποβλήτων που απορρίπτονται από τα πλοία, διαθέτει σύμβαση συνεργασίας με την INTERGEO EPE.
- Των στερεών μη επικίνδυνων απορριμμάτων, διαθέτει σύμβαση συνεργασίας με την ΕΛΔΙΑ ΑΕ, Των φορητών ηλεκτρικών στηλών, διαθέτει σύμβαση συνεργασίας με την ΑΦΗΣ.
- Των χρησιμοποιημένων ελαστικών, διαθέτει σύμβαση συνεργασίας με την ECOELASTIKA.
- Των πετρελαιοειδών καταλοίπων, διαθέτει σύμβαση συνεργασίας με τη μονάδα παραλαβής και επεξεργασίας ΚΑΒΑΛΑ OIL.

ΆΡΘΡΟ 3 - ΕΞΟΠΛΙΣΜΟΣ ΑΝΑΔΟΧΟΥ

Για την παραλαβή, μεταφορά των αποβλήτων και καταλοίπων, ο ανάδοχος διαθέτει τον ακόλουθο εξοπλισμό, με τις απαιτούμενες άδειες και ασφαλιστήρια συμβόλαια (παρ. 17 Α΄ Μέρους της σχετικής Διακήρυξης):

- Πλωτό διαχωριστήρα «ΤΑΣΟΣ ΙΙ», πλωτή ευκολία υποδοχής πετρελαιοειδών καταλοίπων
- «ΑΛΚΙΠΠΗ», πλωτή ευκολία υποδοχής στερεών απορριμμάτων που προέρχονται από πλοία
- Βυτιοφόρα οχήματα, για την παραλαβή πετρελαιοειδών καταλοίπων με αριθμούς κυκλοφορίας

  ΕΚΒ 4345 – ΕΚΕ 3270- ΕΚΕ 3313- ΝΗΕ 9232-ΝΙΟ5932
- Τα οχήματα, για μεταφορά στερεών απορριμμάτων, με αριθμούς κυκλοφορίας:

  ΚΟΚ 5093 - ΝΖΝ 1197- ΝΚΑ 1561- ΝΙΙ 6338-ΝΙΧ4506
- Το όχημα, για συλλογή και μεταφορά ΑΗΕ, με αριθμό κυκλοφορίας:

  ΕΚΕ 3313
- Τα οχήματα μεταφοράς συσκευασμένων αποβλήτων εναλλακτικής διαχείρισης, ανακυκλώσιμων και επικινδύνων αποβλήτων

ΝΙΜ 1301-ΝΚΙ8184

- Το οχήματα μεταφοράς container (επικίνδυνα απόβλητα)

ΙΑΕ 5498 - ΕΚΕ 2609

- Το αυτοκίνητο ψυγείο για συλλογή και μεταφορά ζωικών υποπροϊόντων

ΝΕΥ 7311

- Το αυτοκίνητο ψυγείο για συλλογή και μεταφορά αποβλήτων υγειονομικών μονάδων

ΧΚΝ 1537

- Τα οχήματα για άντληση και μεταφορά λυμάτων με αριθμούς κυκλοφορίας:

ΝΧΥ 1645 - ΝΧΥ 2129

ΆΡΘΡΟ 4 - ΕΓΚΑΤΑΣΤΑΣΕΙΣ ΕΞΟΠΛΙΣΜΟΥ ΠΑΡΑΛΑΒΗΣ ΑΠΟΒΛΗΤΩΝ

Για την απρόσκοπτη λειτουργία των λιμενικών εγκαταστάσεων παραλαβής αποβλήτων από πλοία παραχωρείται στον ανάδοχο υπαίθριος χώρος 200τμ. στο κρηπίδωμα 13 του 3ου προβλήτα και χώρος 250 τμ. εντός της Αποθήκης 17, σύμφωνα με τα συνημμένα σχεδιαγράμματα κάτοψης της Αρμόδιας Διεύθυνσης Μελετών και Κατασκευών Έργων της ΟΛΘ ΑΕ. Οι παραπάνω χώροι θα χρησιμοποιηθούν από τον ανάδοχο αποκλειστικά και μόνο για την εγκατάσταση και αποθήκευση του απαραίτητου εν ξηρά εξοπλισμού για την εύρυθμη λειτουργία των παρεχόμενων υπηρεσιών προς την ΟΛΘ Α.Ε.

ΆΡΘΡΟ 5 - ΣΥΜΒΑΤΙΚΟ ΤΙΜΗΜΑ – ΤΡΟΠΟΣ ΠΛΗΡΩΜΗΣ – ΚΡΑΤΗΣΕΙΣ

Στον ανάδοχο θα αποδίδεται από την Ο.Λ.Θ. Α.Ε. το 78,2592% επί του επιβαλλόμενου πάγιου τέλους και επί των λοιπών χρεώσεων, όπως εκάστοτε περιγράφονται και ισχύουν στο 2ο Τιμολόγιο Προσαρτημάτων του Κανονισμού και Τιμολογίων Παροχής Υπηρεσιών της ΟΛΘ ΑΕ. Το υπόλοιπο 21,7408% επί των ανωτέρω εισπράξεων θα παραμένει στην Ο.Λ.Θ. Α.Ε.

Οι διαδικασίες είσπραξης, ο τρόπος και ο χρόνος πληρωμής του αναδόχου περιγράφονται στην παραγρ. 14 του Α΄ Μέρους της σχετικής Διακήρυξης, η οποία αποτελεί αναπόσπαστο μέρος της παρούσας.

Προϋπόθεση πληρωμής των τιμολογίων είναι η υποβολή Υπεύθυνης Δήλωσης στην ΟΛΘ Α.Ε ότι προσκομίσθηκαν τα αναφερόμενα του Άρθρου 12.

ΆΡΘΡΟ 6 - ΥΠΟΧΡΕΩΣΕΙΣ ΑΝΤΙΡΡΥΠΑΝΣΗΣ

Στις υποχρεώσεις του αναδόχου εμπεριέχονται και οι υπηρεσίες αντιρρύπανσης, όπως αυτές περιγράφονται στην από 1 Νοεμβρίου 2006 σύμβαση για την αντιμετώπιση περιστατικών ρύπανσης της θάλασσας από πετρέλαια και επιβλαβείς ουσίες, στην περιοχή δικαιοδοσίας της Ο.Λ.Θ. Α.Ε., η οποία αποτελεί αναπόσπαστο μέρος της παρούσας.

ΆΡΘΡΟ 7 - ΔΙΑΡΚΕΙΑ – ΕΝΑΡΞΗ ΣΥΜΒΑΣΗΣ

Η σύμβαση ενεργοποιείται την **1η Ιανουαρίου 2020** και η διάρκειά της ορίζεται έως **30 Ιουνίου 2020.** Η σύμβαση δύναται να τερματιστεί πριν την ημερομηνία λήξης, κατά τη διακριτική ευχέρεια της ΟΛΘ ΑΕ, κατόπιν γραπτής ειδοποίησης 30 ημερών.

ΆΡΘΡΟ 8 - ΕΓΓΥΗΣΗ ΚΑΛΗΣ ΕΚΤΕΛΕΣΗΣ

Ως εγγύηση για την καλή εκτέλεση της σύμβασης, ο Ανάδοχος έχει καταθέσει την Εγγυητική Επιστολή της Τράπεζας Πειραιώς με αριθμό 917ILG1960550 για το ποσό των 12.500,00€.

Η εγγυητική θα επιστραφεί στην εκδότρια τράπεζα μετά τη λήξη της σύμβασης και υπό την προϋπόθεση ότι ο ανάδοχος θα έχει εκπληρώσει πλήρως τις συμβατικές του υποχρεώσεις.

ΆΡΘΡΟ 9 - ΚΑΤΑΓΓΕΛΙΑ

Η Ο.Λ.Θ. Α.Ε. δύναται εγγράφως να καταγγείλει μονομερώς και αζημίως τη σύμβαση κατά τη διάρκεια ισχύος της, μετά από προειδοποίηση 45 ημερών.

ΆΡΘΡΟ 10 - ΠΑΡΑΚΟΛΟΥΘΗΣΗ ΣΥΜΒΑΣΗΣ

Το Τμήμα Περιβάλλοντος, Υγείας & Ασφάλειας Εργαζομένων παρακολουθεί την καλή εκτέλεση της σύμβασης και την τήρηση εν ισχύ, εκ μέρους του αναδόχου, όλων των προβλεπόμενων

από τη σχετική διακήρυξη απαιτούμενων αδειών, ασφαλιστήριων συμβολαίων και συμβάσεων συνεργασίας, καθώς και την έναρξη και διάθεση όλου του προβλεπόμενου, από τη σχετική διακήρυξη, εξοπλισμού και εγκαταστάσεων για την παροχή των υπηρεσιών της παρούσης.

ΆΡΘΡΟ 11 - ΥΠΟΧΡΕΩΣΕΙΣ-ΔΕΣΜΕΥΣΕΙΣ ΚΑΙ ΕΥΘΥΝΗ ΑΝΑΔΟΧΟΥ

Ο Ανάδοχος αναλαμβάνει την υποχρέωση να τηρεί όλα όσα προβλέπονται από την κείμενη νομοθεσία.

Ο ανάδοχος φέρει την πλήρη και αποκλειστική αστική, ποινική και διοικητική ευθύνη για οποιοδήποτε ατύχημα, σωματική βλάβη ή και θάνατο συμβεί σε τρίτους, καθώς και ζημία, φθορά ή απώλεια πράγματος της ΟΛΘ Α.Ε. ή οποιοδήποτε τρίτου σημειωθεί, λόγω της εργασίας που εκτελεί, αυτός ή οι προστηθέντες του.

Πριν από την έναρξη οποιασδήποτε εργασίας, ο ανάδοχος είναι υποχρεωμένος να προβεί στην έκδοση όλων των κατά νόμο απαιτούμενων αδειών.

Επίσης πρέπει να λαμβάνει και να τηρεί όλα τα ενδεδειγμένα μέτρα τήρησης της κείμενης εργατικής νομοθεσίας για το προσωπικό που απασχολεί, των διατάξεων για την υγιεινή και ασφάλεια στους χώρους εργασίας της ΟΛΘ ΑΕ. Οι εργαζόμενοι που θα απασχοληθούν πρέπει να είναι άτομα κατάλληλα για τη συγκεκριμένη εργασία και νομίμως διαμένοντα στη χώρα μας, ενώ υποχρεούνται να φορούν διαρκώς το Μέσο Ατομικής Προστασίας (Μ.Α.Π.). Η επίβλεψη των εργασιών οφείλει να γίνεται από εξουσιοδοτημένο και κατάλληλα καταρτισμένο άτομο. Ο ανάδοχος φέρει την πλήρη και αποκλειστική ευθύνη για την ασφάλιση του προσωπικού του. Του έχουν δοθεί οδηγίες σχετικά με τους ειδικούς κανόνες υγείας και ασφάλειας της εργασίας, που ισχύουν στην ΟΛΘ Α.Ε., παρέλαβε τον Κανονισμό Υγείας και Ασφάλειας της εργασίας της ΟΛΘ ΑΕ (ΦΕΚ 1381/Β'/2005), τον οποίο αναλαμβάνει την υποχρέωση να τηρεί αυτός και το προσωπικό που θα απασχοληθεί, καθώς και κάθε είδους προστηθέντες του, προς τους οποίους τα γνωστοποίησε. Θα ακολουθεί πιστά όσα υπαγορεύονται από τη σήμανση στους εσωτερικούς και εξωτερικούς χώρους της ΟΛΘ Α.Ε. Θα τοποθετεί την κατάλληλη προειδοποιητική σήμανση για τους κινδύνους που δημιουργούνται από την εκτέλεση της εργασίας του και μετά το πέρας της εργασίας θα επαναφέρει το χώρο στην πρότερη κατάσταση.

Στις υποχρεώσεις του αναδόχου περιλαμβάνεται και η ορθή διαχείριση των υπολειπόμενων υλικών και προϊόντων, που τυχόν θα προκύψουν από τις εργασίες ή το πέρας αυτών, σε συνεργασία με την Υπηρεσία, καθώς και σε κάθε εργασία θα πρέπει να συμμορφώνεται με την κείμενη νομοθεσία και με το περιβαλλοντικό πρόγραμμα-όρους της ΟΛΘ Α.Ε. Ο ανάδοχος επίσης πρέπει να λαμβάνει κάθε απαιτούμενο και πρόσφορο μέτρο για την προστασία του περιβάλλοντος της Λιμενικής Ζώνης της ΟΛΘ ΑΕ, καθώς και για την απομάκρυνση με περιβαλλοντικά ορθό τρόπο ή/και την εναλλακτική διαχείριση των αποβλήτων που θα προκύψουν από την εκτέλεση των εργασιών του.

Τονίζεται, ότι, ο ανάδοχος αναλαμβάνει την υποχρέωση να καταβάλλει κάθε δυνατή προσπάθεια προκειμένου να αποφευχθεί η επιβάρυνση των λιμενικών δραστηριοτήτων της ΟΛΘ Α.Ε, να ενεργεί πάντοτε κατόπιν ενημέρωσης της ΟΛΘ ΑΕ και να περιορίζει τις ενέργειές του κατά το μέγιστο δυνατό βαθμό, κατά τρόπο ώστε να διασφαλίζεται η ομαλή λειτουργία του Λιμένα Θεσσαλονίκης και να επιβαρυνθεί όσο το δυνατόν λιγότερο.

Τέλος η ΟΛΘ Α.Ε δε φέρει καμία ευθύνη για τυχόν ζημίες, απώλειες υλικών, εξαρτημάτων, μηχανημάτων και εργαλείων του αναδόχου, ο οποίος οφείλει να μεριμνήσει για την επαρκή και αποτελεσματική φύλαξή τους.

ΆΡΘΡΟ 12 - ΛΟΙΠΟΙ ΟΡΟΙ

Αρμόδια για την επίλυση οποιασδήποτε διαφοράς, που θα προκύψει από την εφαρμογή της παρούσας σύμβασης, ορίζονται τα Δικαστήρια Θεσσαλονίκης.

Κατά τα λοιπά ισχύουν οι όροι της από 16-10-2010 αρχικής σύμβασης μεταξύ ΟΛΘ ΑΕ και της Μονομετοχικής Εταιρείας **«NORTH AEGEAN SLOPS ΑΕ»**, καθώς οι σχετικές τροποποιήσεις

αυτής και παραταύσεως αυτής με τελευταίο την από 01/10/2019 τρίμηνη σύμβαση με λήξη την 31/12/2019.
Η εταιρία «North Aegean Slops AE» δηλώνει, ότι αναλαμβάνει αναπαφάλακτα την εκτέλεση των υπηρεσιών που της ανατθέτει η ΟΛΘ ΑΕ για το χρονικό διάστημα από 1/1/2020 έως 30/6/2020, έλαβε δε και έχει πλήρη και λεπτομερή γνώση όλων των παραπάνω αναφερόμενων διακηρύξεων, συμβάσεων και εγγράφων, τα οποία αποδέχεται και αποτελούν αναπόσπαστο μέρος της παρούσης, κατά το μέρος που είναι συμβατά με την παρούσα, ιδίως ως προς την περιγραφή των υποχρεώσεών της.
Ο Ηλίας Ορφανίδης εγγυάται ατομικώς την εκπλήρωση όλων των όρων της υπογραφείσας σύμβασης ως πρωτοφειλέτης παραιτούμενος από την ένσταση διζήσεως.

Σε πίστωση των ανωτέρω, η παρούσα Σύμβαση συντάχθηκε σε τρία (3) όμοια τριπλότυπα, από τα οποία δύο (2) πήρε η Ο.Λ.Θ. Α.Ε., ένα (1) ο ΑΝΑΔΟΧΟΣ, και θα υποβληθεί η online φόρμα της κατάστασης συμφωνητικών της παρ. 16, άρθρου 8 του Ν. 1882/1990.
Μετά την ανάγνωση και βεβαίωση της, τη Σύμβαση υπογράφουν.

ΟΙ ΣΥΜΒΑΛΛΟΜΕΝΟΙ

ΓΙΑ ΤΗΝ ΟΛΘ ΑΕ

Ο ΓΕΝΙΚΟΣ ΕΚΤΕΛΕΣΤΙΚΟΣ ΔΙΕΥΘΥΝΤΗΣ ΤΗΣ ΟΛΘ Α.Ε.

FRANCO NICOLA CUPOLO

ΓΙΑ ΤΗΝ NORTH AEGEAN SLOPS AE

Ο ΠΡΟΕΔΡΟΣ & ΔΙΕΥΘΥΝΩΝ ΣΥΜΒΟΥΛΟΣ

NORTH AEGEAN SLOPS E.M.A.E.
ΥΠΗΡΕΣΙΕΣ ΘΕΡΜΑΪΚΟΥ ΠΕΡΙΒΑΛΛΟΝΤΙΚΗ ΠΡΟΣΤΑΣΙΑ
ΗΛΙΑΣ ΟΡΦΑΝΙΔΗΣ

MEETING No.87
OF THPA S.A. EXECUTIVE COMMITTEE

In Thessaloniki on Thursday, 28th of May 2020, at 9.00, the Executive Committee Meeting was held by teleconference to discuss the following agenda items:

1.....

2. Extension of the Contract with the company North Aegean Slops, proposal of the CEO

.....

The following members of the Executive Committee were present:
- Mr. Theofanis Sotirios, Chairman of the BoD & MD
- Mr. Cupolo Franco Nicola, CEO
- Mr. Jepsen Henrik, CFO
- Mr. Fetanis Ioannis, CCO

The following member was not present:
- Mr. Pinto Rui, Deputy CEO and authorized Mr. Cupolo Franco Nicola to represent him
- Mr. Davidian Arthur, CIO and authorized Mr. Cupolo Franco Nicola to represent him

The following persons were also present:
- Mrs. Themeli Aikaterini, HR Director
- Mr. Spezzano Antonino, General Manager of Container Terminal
- Mr. Theodosiou Panagiotis, Head of Health and Safety and Environment, Port Facility Security Officer and Security Department
- Mrs. Fassa Styliani, Head of Project Management Department
- Mrs. Vafaki Evangelia, Supervisor of Health and Safety and Environment Unit
- Mrs. Papadimitriou Panagiota, Lawyer of Legal Service

Secretaries of ExCo/ ThPA S.A: Mrs. Arletou Georgia & Ms. Pasia Marilena

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Excerpt of the ThPA S.A. ExCo Decision No. 87-2/28.05.2020

After establishing the legal quorum, the Chairman of the Executive Committee launched the meeting.

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Regarding the 2nd item of the Agenda, the Chairman of the Executive Committee, Mr. Franco Nicola Cupolo, gave the floor to Mr. Theodosiou Panagiotis, Head of Health and Safety and Environment, Port Facility Security Officer and Security Department.

.....

Moreover, he mentioned that currently ThPA SA has only one provider for the collection of ship-generated waste and cargo residues. The contract with the provider "North Aegean Slops SA" expires on 30/06/2020.

The initial contract was for five years with a start date of 16 April 2010. At the end of it (15/04/2015) it was extended for another 30 months until 15/10/2017. Moreover, on 16/10/2017, a contract was signed for the provision of services for the collection of ship-generated waste and cargo residues, for six (6) months. Since then, the contract has been extended continuously. The last extension was for six (6) months.

According to the contract, the pricing of services to ships is done by ThPA SA. The percentage on the invoice attributed to the contractor is 78,2592%, while ThPA SA keep the remaining 21,7408% on the invoice. The contractor has the equipment and performs all the work required for the collection and management of ship-generated waste and cargo residues. The current contract also includes the obligation of the contractor dealing with and tackling marine pollution incidents from oil and harmful substances.

Following the above, the item is introduced to the Executive Committee and it is suggested:

1. .....
2. To extend the existing contract with the contractor North Aegean Slops SA under the same general and financial terms, for six (6) months, namely from 1.7.2020 until 31.12.2020 with the possibility of extension for another six months.

In the light of the above, the Executive Committee of ThPA SA having considered:

- The relevant proposal
- The discussion held

D e c i d e d unanimously

A. .....

B. Approved the extension of the contract with the company North Aegean Slops SA under the same general and financial terms for six (6) months namely from 1.7.2020 until 31.12.2020.

This is a true excerpt
From the Company books
THE CHAIRMAN OF THE EXECUTIVE COMMITTEE OF THPA S.A.

FRANCO NICOLA CUPOLO

16.3 Contractors company presentations

The NORTH AEGEAN SLOPS EMAE company was established in 1998 in Thessaloniki by Elias Orfanidis and since, has been providing a wide range of works and services related to the environment, waste, ports, industry, shipping, transports, road axes, earthworks etc.

The company's headquarters are located in Thessaloniki, while it maintains branch office in Volos.

NORTH AEGEAN SLOPS SA together with a group of companies operating under the same management, manages exclusively, on a full charter basis, seven vessels of different types, while, at the same time, it manages two companies (waste management and machinery/vehicle trade), of its own interests. This activity covers all Greek territory and gradually extends abroad (it currently has partners in the Balkans and in Northern Europe).

The company's robust operating structure and credible and reliable financial situation has always been founded on the principle of operational self-awareness; as a result, currently, none of the managed companies has a loan or outstanding debts.

The scientific competence, the on-going training, the specialization and the accumulated experience of its personnel underlie its activities in line with its modern and constantly evolving logistics.

With a view to improving the whole range of its operations, all activities provided by the parent company are certified according to the standards ISO 9001:2015, OHSAS 18001:2007, ISO 14001:2015, SA 8000:2014 και ISO 16304:2013.

By monitoring constantly developments in its fields of interest, the Company cooperates with the Aristotle University of Thessaloniki on issues relating to the optimization of the services provided. A moral reward for the top-quality and integrated services provided in the specific field of waste management was the prize awarded to the parent company in 2007 by the Prefecture of Thessaloniki, which confirmed its already recognized reliability and potential in the business community.

Today, the company operations cover a wide portfolio of activities, such as the Protection of the Land and Marine Environment, the Waste Management, the Storage of Oily Waste, the Earthworks, the Port Services, the Transportation of Persons and Goods, the Provision of Consulting Services, the Performance of Chemical Analyses, the Trade of Vehicles.

Also, the company works with recognized Alternative Waste Management Systems covering all types of waste (e.g. Packaging waste, battery and accumulator waste, lubricating oils waste, electrical and electronic equipment waste, second-hand vehicle tyres, excavation, construction and demolition waste. (https://www.northaegeanslops.gr/)