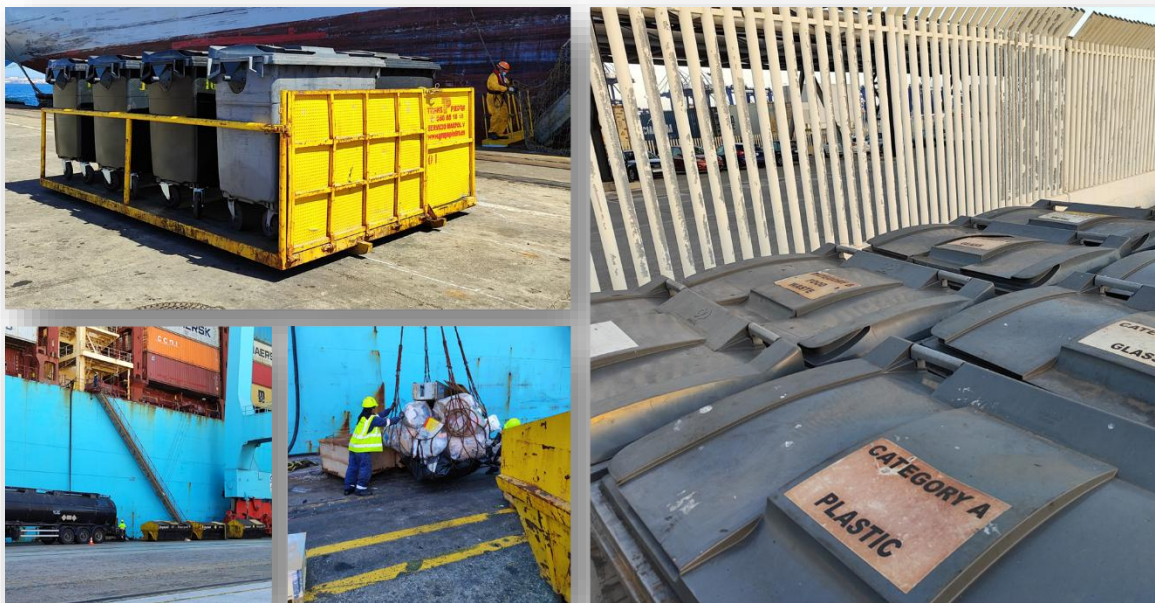


PLAN FOR THE RECEPTION AND HANDLING OF WASTE GENERATED BY SHIPS AND CARGO RESIDUES IN PORTS MANAGED BY PORT OF ALGECIRAS BAY AUTHORITY

USER'S GUIDE



OCTOBER 2025

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1. INTRODUCTION

This User Guide is a brief summary of the Plan for the Reception and Handling of waste generated by ships and cargo waste from the ports dependent on the Port of Algeciras Bay Authority. It was prepared in accordance with the requirements indicated in Royal Decree 128/2022, of 15 February, on port facilities for the reception of waste from ships and within the framework of Royal Legislative Decree 2/2011, of 5 September, approving the Revised Text of the Law on State Ports and the Merchant Navy (hereinafter TRLPEMM). In the same way, international conventions such as the MARPOL 73/78 Convention were also taken into account.

The purpose of the Guide is to provide the necessary information to port users (ship masters, shipping agents, shipowners and other users) for the correct management of waste generated by ships and cargo residues, being mandatory for all ships that call or provide services in ports dependent on the Port of Algeciras Bay Authority . as well as for those that are based therein, both merchant and passenger ships, fishing and aquaculture vessels, nautical-recreational vessels and port service vessels, with the exceptions provided for in the applicable legislation.

2. SCOPE OF APPLICATION

The scope of application of this Plan for the Reception and Handling of Cargo Waste and Residues is made up of the entire service area of the ports managed by the Port of Algeciras Bay Authority (Port of Algeciras Bay and Port of Tarifa), applying the provisions indicated therein to:

- Staff of the Port of Algeciras Bay Authority and companies or entities operating in its Ports in relation to the management of waste and residues from ships.
- All vessels calling at or servicing its ports, including fishing vessels and small and sports vessels calling at or based in the port. Excluded are warships, naval auxiliary units and ships which, being owned or in the service of a State, only provide government services of a non-commercial nature. However, these vessels will receive the services they request, with the same procedures as the rest, although their use will be optional and completely voluntary.

3. SHIP-GENERATED WASTE AND CARGO RESIDUES

On the other hand, the Plan covers all types of waste generated by ships, as well as cargo waste from ships calling at ports, contemplated in the different Technical Annexes of the MARPOL Convention, which were ratified by the Spanish State and published in the Official State Gazette, which includes those detailed below:

ANNEX I: OILY WASTE AND CARGO RESIDUES

Wastes generated by ships, regulated by MARPOL Annex I, are considered to be oily wastes from bilge water separators, oily residues sludge from fuel oil or lubricating oil separators, lubricating oil waste from main or auxiliary machinery, oil filtering equipment or drip trays and oil leaks occurring in machinery spaces. as well as other oily mixtures other than cargo residues.

Cargo residues regulated by Annex I of the MARPOL Convention are cargo residues, washing water from oil cargo tanks, bilge water from the pump chamber and ballast water contaminated by oil (oil ballast water).

Oily mixtures containing chemicals corresponding to Annex II of the MARPOL Convention shall be considered to belong to that Annex.

ANNEX II: NOXIOUS LIQUID SUBSTANCES TRANSPORTED IN BULK

Cargo waste is considered to be the noxious liquid substances transported in bulk regulated by Annex II of the MARPOL Convention that remain on the ship to be evacuated, together with the washing water from the cargo tanks and the ballast water contaminated by these substances.

MARPOL Annex II refers to the noxious liquid substances transported in bulk indicated in column c) corresponding to the pollution category of chapters 17 or 18 of the International Chemical Chemicals Code (IBC Code) or provisionally classified, second to that provided for in regulation 6.3 of Annex II of the MARPOL Convention, in categories X, Y or Z.

ANNEX IV: SHIP-GENERATED SEWAGE

MARPOL Annex IV refers to sewage from ships. According to the current version of MARPOL Annex IV, "sewage" means water from:

- Drains and other waste from any type of toilets and urinals.
- Drains from washbasins, washbasins and outlet ducts located in medical service chambers (dispensary, hospital, etc.).
- Drains from spaces where live animals are transported.
- Other waste water when mixed with the sewage water defined above.

The set of dirty waters indicated above are considered waste generated by ships.

ANNEX V: SOLID WASTE GENERATED BY SHIPS

In accordance with Annex V and the Guidelines for the implementation of Annex V of the MARPOL Convention, "garbage" is included in Annex V, considered as all kinds of food waste, domestic and operational waste, all plastics, cargo residues, incinerator ash, cooking oil, fishing gear and animal carcasses, resulting from the normal operations of the ship and which are usually phased out continuously or periodically, except for those substances defined or listed in other MARPOL Annexes.

Therefore, the ship-generated waste and cargo residue reception service includes the following waste and residues:

As waste generated by ships:

- Plastics, understood as all waste consisting of plastic matter or comprising it in any form, including synthetic fibre fishing nets and fishing nets, plastic garbage bags and incinerator ashes for plastic products.
- Food waste, understood as any food substance, spoiled or not, such as fruits, vegetables, dairy products, poultry, meat products and food scraps generated on board the ship.

- Household waste, understood as all types of waste not covered by other annexes and generated in the accommodation spaces on board the ship: paper, glass, household crockery, metal, wood, packaging material and undifferentiated waste. Greywater is not included, which corresponds to the waste indicated in the previous letter for Annex IV.
- Cooking oil, understood as any type of edible animal oil or fat used or intended for use in the preparation or cooking of food, but not the food itself that is prepared using these oils.
- Kitchen waste from means of transport operating internationally, within category 1 of SANDACH waste in accordance with the provisions of Regulation (EC) No. 1069/2009 of the European Parliament and of the Council of 21 October 2009.
- Incinerator ash, understood as the ashes and clinkers generated by on-board incinerators used to incinerate waste.
- Operational waste, understood as all solid waste (including sludge) not covered by other annexes that is collected on board the ship during maintenance or normal operations of the ship, or used for the stowage and handling of cargo: hospital waste, paints and varnishes, hazardous sludge, lead batteries, contaminated packaging, absorbents contaminated by harmful substances, neon lights/lamps, expired or defective pyrotechnic material, etc.

Greywater (Annex IV waste), bilge water (Annex I waste) and other similar discharges that are essential for the operation of the ship are not included. The following are understood as essential discharges for the operation of the ship:

- Blow purge of the economizer/boiler.
- Wet exhaust from boat engines.
- Effluent from chain boxes.
- Variable pitch propeller and impeller hydraulic fluid and other oil-to-sea interfaces (e.g. impeller bearings, stabilizers, rudder support bearings, etc.).
- Reverse osmosis/distillation brine.
- Effluent from elevator shafts.
- Water from the fire collector system.
- Fresh water discharges from cooling systems.
- Gas turbine wash water.
- Engine gasoline and offset discharge.
- Machinery wastewater.
- Swimming pool, jacuzzi and recreation areas.
- Discharges of sonaridomos.
- Discharges from the cover wells.
- Fishing gear, understood as any physical device or part thereof or any combination of elements that can be placed on the surface or in the water or on the seabed with the intention of capturing marine or freshwater organisms, or containing them for their capture and subsequent collection.
- Electronic waste, understood as electrical or electronic equipment used for the normal operation of the ship or in accommodation spaces, including all components, sub-

assemblies and consumables that are part of the equipment at the time it is disposed of, including materials potentially hazardous to human health and/or the environment.

As cargo waste:

- Remains of any cargo that are not covered by other MARPOL Annexes and that remain on deck or in the holds after loading and unloading operations, including excesses or spills during loading and unloading, whether in a dry or wet state or washed away in the washing water, but not the dust from the cargo that remains on deck after sweeping, nor the dust deposited on the outer surfaces of the ship, which will be considered as waste. In other words, washing water from bulk cargo holds not covered by Annexes I and II of the MARPOL Convention is included as cargo waste.
- Animal carcasses, understood as the bodies of any animal that is transported on board as cargo and that died or was sacrificed during the voyage. It does not include fresh fish or any part thereof resulting from fishing activities carried out during the voyage, or resulting from aquaculture activities involving the transport of fish or shellfish for placement in the aquaculture facility or the transport of farmed fish or shellfish from such facilities to land for processing.

The collection of waste produced during the ship's provisioning operations in the port, such as pallets, containers or wrappings that are discarded at the time of supply and that are removed by the supplier, will not be included in the service.

ANNEX VI: SUBSTANCES POLLUTING THE ATMOSPHERE

Ship-generated waste shall be considered to be substances generated in ships' exhaust gas cleaning systems.

Waste shall be considered to be those substances that deplete the ozone layer, as defined in paragraph 4 of Article 1 of the Montreal Protocol on Substances that Deplete the Ozone Layer of 1987, which are listed in Annexes A, B, C and E of that Protocol in force at the time of interpretation of this PRMD.

4. MANAGERS OF RECEPTION FACILITIES IN THE PORT

The following table shows the port reception facilities for ship-generated waste and cargo residues that are available in the ports under the Port of Algeciras Bay Authority for each type of MARPOL Annex. In any case, these are companies licensed or authorised by the Port Authority to provide the service in question, which go to the ship with their mobile means of unloading and storage, receive the waste and then transfer it to the corresponding treatment plants. These companies also have their own means of suction and pumping, hoses and universal connections according to the MARPOL 73/78 Convention, so that they can unload the waste in case the ship's means are not operational for any reason.

The types of waste according to Annex MARPOL for which the companies providing the service have a licence to provide are:

Companies licensed for the waste reception service in the port of Algeciras	
Type of waste	Enterprise
MARPOL I	• Sertego Servicio Medioambientales S.L.U. • Transportes Piedra de Contenedores S.L. • Gabarras y Servicios, S.A. • Sanea2 Soluciones Medioambientales, S.A. • Gestión y Logística de Residuos, S.L.
SEWAGE (MARPOL IV)	• Limpiasol, S.A. • Servicios Generales del Estrecho, S.L. • Transportes Piedra de Contenedores S.L. • Gabarras y Servicios, S.A. • Sanea2 Soluciones Medioambientales, S.A. • Gestión y Logística de Residuos, S.L.
SOLID WASTE (MARPOL V)	• Limpiasol, S.A. • Servicios Generales del Estrecho, S.L. • Transportes Piedra de Contenedores S.L. • Gabarras y Servicios, S.A. • Gestión y Logística de Residuos, S.L.
SUBSTANCES THAT POLLUTE THE ATMOSPHERE (MARPOL VI)	• Gestión y Logística de Residuos, S.L. • Transportes Piedra de Contenedores S.L.

In addition to the service providers indicated above, the terminals or port facilities that have their own Waste Reception and Handling Plan and that, therefore, provide the reception service for waste generated by ships and cargo residues, by virtue of the provisions of Article 63 of the TRLPEMM, are indicated below:

- The **CEPSA Energy Park** terminal in San Roque, located in the Bay of Algeciras, is crucial for the industrial complex, as it allows the loading and unloading of liquid bulk and the supply of fuel to ships. In addition, it has a monobuoy and a submarine line for mooring large oil tankers. The terminal is authorized to manage waste according to Annexes I, II and V of the MARPOL Convention, with specialized tanks to store and treat crude oil,

hydrocarbon and chemical waste, separating the oil phase for reuse and sending the aqueous phase to treatment plants.

- **CERNAVAL Group Shipyard** is a private shipyard in the Port of Algeciras Bay, which manages ship waste according to Annexes I, II, IV, V and VI of the MARPOL 73/78 Convention. In addition, it handles ballast water sediments according to the International Convention for the Control and Management of Ballast Water. CERNAVAL carries out these tasks in collaboration with the licensee companies Sertego and Limpiasol, which remove and manage waste in accordance with current regulations.
- **EVOS Terminal Algeciras** is a hydrocarbon liquid bulk terminal with a storage capacity of 403,000 m³, used for products such as diesel, marine diesel, gasoline and methanol. The EVOS terminal guarantees the collection of waste generated by ship and cargo waste through the provision of the service by companies with a license granted by the APBA, by virtue of the procedures and maximum rates indicated in the Specific Specifications in force at the time.
- The **Alcaidesa Marina**, located in La Línea de la Concepción next to Gibraltar, has a land area of 134,255 m² and a sheet of water of 139,760 m², with capacity for 624 berths of boats from 8 to 90 meters. It has a dry dock with a 75-ton crane and workshops for nautical repairs.
The port manages non-hazardous urban waste through selective collection and another of urban solid waste, by ARGISA, and hazardous waste, stored in two clean points and managed by ECOGESTIÓN DE RESIDUOS, S.L. The management of bilge and similar water, according to the MARPOL 73/78 Convention, is carried out by Sertego Environmental Services by tanker truck.
- **Sertego Servicios Medioambientales**, despite not having its own terminal, does have a contract that enables this company to use a pipeline in the terminal concessioned to Exolum located in the Port of Algeciras that connects with its storage plant, the ships unload the hydrocarbons that are going to be stored in the treatment plant they have. The Sertego concession plot has a total area of 11,905 m² located on the Isla Verde Pier in the Port of Algeciras, at a distance of 500 meters from the sea. Sertego has a plant for the integral treatment and recovery of removed oily waste, in which the waste collected in Andalusian ports is managed.

The following is a list of the contact details of each company licensed for the port waste reception service:

SERTEGO SERVICIOS MEDIOAMBIENTALES, S.L.U

Licence open to general use for the collection of waste generated by ships regulated by Annex I of the MARPOL Convention.

Address: Muelle de Isla Verde s/n

Correspondence: Box 429
Phone: +34 956 573 733
Fax: +34 956 600 934
Website: www.sertego.com

GABARRAS Y SERVICIOS

Licence open to general use for the collection of waste generated by ships regulated by MARPOL Annex IV and V.

Address: Port of Algeciras Auxiliary Boat Dock, Mod. 8 11201, Algeciras.
Phone: +34 956 57 90 24
Website: <https://www.gys.es/>

TRANSPORTES PIEDRA DE CONTENEDORES S.L.

Licence open to general use for the collection of waste generated by ships regulated by Annex I, IV, V and VI of the MARPOL Convention.

Address: Ctra. Cádiz-Málaga K. 110, Algeciras
Phone: +34 956 65 10 10
Email: transpiedra@marpolv.com
Website: <https://transpiedra.es/>

LIMPIASOL S.A.

Licence open to general use for the collection of waste generated by ships regulated by MARPOL Annex IV and V.

Address: Pol. Industrial Cortijo Real, Avda. La Unión, 3 11206 Algeciras
Phone: +34 956 60 62 10
Fax: +34 956 60 62 14
Website: www.limpiasol.com

GESTIÓN Y LOGÍSTICA DE RESIDUOS S.L.

Licence open to general use for the collection of waste generated by ships regulated by MARPOL Annex I, IV, V and VI.

Address: Pol. Industrial Cortijo Real, C/Concordia Nave, 8 11206 Algeciras
Phone: +34 956 64 54 23
Website: www.residuosglr.com
Email: info@residuosglr.com

SANEA2 SOLUCIONES MEDIOAMBIENTALES S.A.

Licence open to general use for the collection of waste generated by ships regulated by MARPOL Annex I and IV.

Address: Avenida de los Empresarios, s/n, Los Barrios

Phone: +34 956 10 61 02

Email: info@sanea2.es

5. DESCRIPTION OF THE PROCEDURE FOR NOTIFICATION AND DELIVERY OF WASTE FROM SHIPS

All holders of licences open to general use will be required to comply with public service obligations under equal conditions, as established in the Specific Specifications in force.

In compliance with the provisions of Articles 63 and 116 of the TRLPEMM, holders of licences for loading or unloading terminals of hydrocarbons, chemicals and petrochemicals in port areas, shipyards and shipbuilding or scrapping facilities and of licences restricted to the geographical scope of maritime stations or terminals dedicated to private use, they must have the means for the public service obligation to cooperate in pollution control operations. These means will be determined in each case according to the characteristics of the port facilities and the traffic they must serve, and will be established in the corresponding licence.

Likewise, as indicated in Article 21, ships operating regular traffic with frequent and regular calls may apply to the Directorate General of the Merchant Navy, the exemption from compliance with the obligations set out in Article 16 of said Royal Decree, regarding the notification and application for the service. Where the Directorate-General of the Merchant Marine considers that the conditions for granting the exemption are met, it shall issue a certificate of exemption in accordance with the model set out in Annex C of the Ship Waste Handling and Reception Plan:

- 1) The collection service for waste generated by ships and cargo residues will be provided throughout the service area of the Port Authority 24 hours a day, 365 days a year.
- 2) The provision of the service will be carried out with due diligence, avoiding delays in its start, and any service request must be responded to in the shortest possible time, without exceeding the maximum response time indicated:
 - A) For material and human resources with a presence in the port: 30 minutes.
 - B) For material or human resources with localized availability: 60 minutes.
- 3) When the corresponding response time as indicated above is exceeded, it will be considered a delay.
- 4) The service must be requested at least 24 hours in advance. When the service has been requested with the indicated notice or a start time has been agreed, the provider must have the means available at the required place at the scheduled start time, any unjustified delay with respect to that time being considered a delay.
- 5) The provider company will receive the request for the waste collection service from the Captain of the vessel, shipowner or consignee, electronically through the telematic application enabled by the Port of Algeciras Bay Authority (VIA TELEPORT) with the time in advance indicated in sections a, b, c of section two above. Consignees must cover at least the following information, or those that are applicable in the current version of TELEPORT:

- Identification of the vessel.
 - Quantities of waste to be delivered, by type.
 - Date of service request.
 - Expected date and time of start of the service.
 - Operating dock.
- 6) The navigation of vessels destined for this service in the internal port waters must not exceed the maximum speed established in the Port Ordinances. In any case, and except in cases of force majeure, they must be carried out at a speed that does not favour the generation of waves that disturb the normal mooring and operation of vessels moored at adjacent quays or anchored in the vicinity.
 - 7) Efforts shall be made to ensure that the master of the vessel or his representative simultaneously makes the notification described in Article 16 of Royal Decree 128/2022 and, where relevant, the request for the waste reception service to an authorised company.
 - 8) The representatives of the ship and the companies providing it will agree on the time at which the service will be carried out and the means used for collection.
 - 9) Once the contracting of the service has been confirmed, according to the above, the provider companies will have the necessary means and materials to carry out the service according to the agreed conditions.
 - 10) The provider company will carry out the service at the agreed time, and compensation may be demanded for the damage caused if there is any problem with the start time of the service.

6. DESCRIPTION OF THE PROCEDURE FOR REPORTING POSSIBLE DEFICIENCIES IN PORT WASTE COLLECTION FACILITIES

The procedure described below must be followed by all parties involved in the ship waste reception service (service providers, service users and Port Authority), in the event that deficiencies are detected in the provision of the service or in the state of the facilities.

For the notification of incidents or deficiencies detected, the Port of Algeciras Bay Authority will make available to users the ordinary means of communication, i.e. both the email address of the person in charge of the Plan, and their telephone number, both detailed in section 15 of this Plan.

In the case of complaints made directly to the company providing the service, these must be immediately transferred to the person in charge of the Plan, where they will be processed in a similar way to the others. In order to facilitate communication between the different parties, as well as to achieve correct and efficient management, it is necessary that all complaints include, at least:

1. Company or entity that reports the incident.
2. Responsible for the company or entity that reports the incident.
3. Date of the incident.
4. Description of the incident.
5. Type and quantities of waste subject to the service.
6. Vessel data.

Likewise, the APBA may supervise and monitor the provision of port services for the reception of waste from ships included in Annex V of the MARPOL Convention. Specifically, the APBA:

- It will proceed to verify the adequacy of the requests for the services by the consignees, by means of the application used for this purpose (TELEPORT, or the one that replaces it), in the following aspects:
 - License in force by the provider company.
 - Consistency between the volume of waste removal requested and the maximum storage capacity of the ship.
 - Identification of deviations between the volume of waste delivery requested by the consignee and that declared by the company providing the service in the corresponding MARPOL Certificate.
 - Adequacy of the volume of request to the normal operation of the vessel, depending on the port of origin and last port of delivery of waste.
 - Analysis of the applicability of the fixed rate in each service, according to the provisions of article 132 of the TRLPEMM.
- It will carry out on-site visits to the services provided at the Port Authority's facilities, without prior notice, by means of the planning carried out daily for this purpose based on the services requested.
 - Verify the adequacy of the material means available to guarantee the segregation of waste, as well as the state of conservation of the same.
 - Verify the correct delivery by the vessel, in those cases where the delivery operation can be observed.
 - Register those material means that have not been removed once they have been filled or once the ship has sailed.
 - Identify material resources stored temporarily (full or empty) on port land.
 - Identify the delivery of waste outside the material means made available to the ship.
 - Check the state of cleanliness of the dock after the service has been provided.

In the same way, in order to obtain the assessment of the provider companies on the waste collection operation itself and the degree to which the vessels collaborate in complying with the specifications of this document, they will be asked to submit any incident, deficiency or lack of collaboration detected by the vessels to which they provide the service.

Once all the information has been analysed and the corresponding investigations have been carried out, as well as studying the conditions established in the contract with the service provider, the Port Authority may opt for the following measures:

1. In the event that it is proven that there was a breach by the provider company of the obligations established in Royal Decree 128/2022, in the TRLPEMM or in the Specific Specifications of the port service, require it to adopt the appropriate measures to provide the service adequately and/or (depending on its severity), initiate disciplinary proceedings or the application of the corresponding penalties.
2. In the event that the claim is not justified, it shall be dismissed and closed and archived.
3. In the event that it is a deficiency attributable to the Port Authority, i.e. a breach of Royal Decree 128/2022 or the TRLPEMM by the Agency, initiate the appropriate measures to correct such deficiency.

In any of the three cases above, interested parties shall be informed of the outcome of the notification management. If the claim is admissible, any of the parties involved in the delivery or receipt of waste from ships may demand compensation for the damage caused by an unjustified delay, filing the corresponding claim in accordance with current legislation.

7. TARIFF REGIME AND COST RECOVERY SYSTEM

Following the entry into force of Law 33/2010 of 5 August, amending Law 48/2003, of 26 November, on the economic regime and provision of services in ports of general interest and, subsequently, Royal Legislative Decree 2/2011, of 5 September, approving the Revised Text of the Law on State Ports and the Merchant Navy (hereinafter, TRLPEMM), at present, the tariff system for the reception service of waste generated by ships and cargo residues is as follows:

7.1 ANNEXES I AND V

Payment of a fixed fee to the corresponding Port Authority by all those ships that dock, at each port call, whether or not they use the waste reception service, depending on the gross aqueo units (GT) of the ship and, additionally, in the case of passenger ships, the number of people on board. This payment entitles you to unload all waste from Annexes I and V by land collection in Zone I of the port during the first seven days of the call at no additional cost. In the event of collection by sea means or in Zone II of the port, the fixed rate will be 25 per cent higher than that established for collection in Zone I.

This rate, applied to each vessel and at each stopover, and according to article 132 of the TRLPEMM, is the result of multiplying the basic amount (R) by the following coefficients:

(a) Vessels between 0 and 2,500 GT	1,50
(b) Vessels between 2,501 and 25,000 GT	$6 \times 0.0001 \times \text{GT}$
(c) Ships between 25,001 and 100,000 GT	$(1.2 \times 0.0001 \times \text{GT}) + 12$
(d) Vessels of more than 100,000 GT	24,00

The basic amount (R) is set at €80, but it may be revised in the General State Budget Law or in another that, where appropriate, is approved for this purpose, depending on the evolution of the costs of the service in the port system.

In the case of passenger ships, the rate resulting from the product of the basic amount (R2), established at €0.25, will be added to the above rate for the number of people on board the ship that appears in the Single Declaration of Stopover, for which purpose both passengers and crew will be counted. This R2 amount may also be reviewed in the General State Budget Law or in another that, where appropriate, is approved for this purpose.

There are also a series of discounts on this fixed rate:

- 20% if the ship has a design, means or management that allow it to generate a small amount of waste.
- 50 % if the ship has unloaded Annex I waste at the previous call and has storage capacity until the next stopover.
- 70% or more if the vessel is a regular line and cabotage vessel and has a plan that proves the unloading of Annexes I and V in one of the ports of its route. If the download is only from Annex V this bonus will be 1/3 and if the download is only from Annex I it will be 2/3.

On the other hand, according to article 132 of the TRLPEMM, the following will be exempt from the payment of this fee, without prejudice to the fact that they pay directly to the service provider the amounts corresponding to the volumes of waste that they actually deliver:

- Warships and others in the service of EU states for government services.
- Ships and vessels in the service of the PA, works vessels, public administration vessels based in the port, port service vessels, provisioning vessels and vessels dedicated to inland traffic, provided that the existence of a plan to ensure periodic delivery is accredited.
- Vessels and fresh fishing vessels.
- Sports or recreational boats.
- Ships at anchorage.
- Inactive ships and ships afloat under construction, major repair, conversion or scrapping.

On payment of the fixed rate indicated, every ship is entitled to discharge Annex I waste for the first 7 days of call and Annex V for the entire call, without additional charge.

On the other hand, the port service provider invoices the cost of the service to the Port Authority according to the rates set out in the current Specific Specifications, with the corresponding updates or modifications in each case, except in the following exceptions, in which it will invoice the vessel directly:

1. Services provided from the 7th day of stopover.

2. Services provided to ships exempt from the payment of the MARPOL fixed rate.

The maximum rates in force are set out below, as set out in the *Specific Specifications of the Port Service for the Reception of Waste Generated by Ships and Cargo Residues in the ports managed by the Port of Algeciras Bay Authority* :

Maximum MARPOL waste rate I. Port Authority-Provider	
€28.38	

Maximum MARPOL Waste Rate I. Provider Vessel	
Quantity Downloaded	Rate (€/m3)
<15.00 m3	€28.38
>15.00 m3	€23.96

Maximum rate of cargo waste MARPOL I. Vessel-Provider	
Quantity Downloaded	Rate (€/m3)
Non-flammable (flash point>60°)	€/m3 53.21
Flammable (flash point<60°)	€/m3 66.46

Maximum Waste Rate MARPOL V. Port Authority -Provider	
Fare Type	Rate (€/m3)
Non-scheduled traffic	€27.02
Regular traffic	€21.73

Maximum waste rate MARPOL V. Vessel-Provider	
Quantity Downloaded	Rate (€/m3)
Up to 1 m3	€79.00
Between 1 m3 and 2 m3	€126.40
Between 2 m3 and 3 m3	€176.96
Between 3 m3 and 4 m3	€211.72
≥ 4 m3 (per m3 or fraction)	€47.40

Table 1. Tariff structure and maximum tariffs in force for the port service for the reception of ships in the ports managed by the Port of Algeciras Bay Authority for Annexes I and V

The above maximum rates will be replaced by those that are in force at all times, depending on any updates or modifications that may be developed. The tariff structure and maximum rates for cargo waste in Annex V shall be identical to those for waste in the same Annex.

7.2 ANNEXES II

The tariff structure and maximum rates for this service shall be identical to those indicated for waste corresponding to Annex I.

7.3 ANNEXES IV AND VI

In this case, the vessel requests the service from the provider, and the latter invoices the vessel directly for the quantities unloaded based on the current rates. The maximum rates in force, as set out in the *Specific Specifications of the Port Service for the Reception of Waste Generated by Ships and Cargo Residues in the ports managed by the APBA* are as follows:

Annex IV	70 €/m3
Annex VI	100 €/m3

Table 2. Tariff structure and maximum tariffs in force for the port service for the reception of waste from ships in the ports managed by the Port of Algeciras Bay Authority for Annexes IV and VI

The maximum rates reflected in this section 11 of the document will be replaced by those that are in force at all times. The fee will include the issuance of the official MARPOL certificate. The rate will be unique, referring to the unit price and treated, with the surcharges admitted in the license granted for the reception and handling of the aforementioned annexes, as indicated in the Specific Specifications in force.

8. RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN AND CONTACT ADDRESS

The Port of Algeciras Bay Authority appoints Mr. Ángel Pinillas Álvarez, Head of the Maritime Operations Department, as the person responsible for the implementation of the Plan in the service areas of the Port. The tasks entrusted to them will be:

- Control and monitoring of processes.
- Control of the information of types and quantities discharged.
- Intercom between users and service providers.
- Control and monitoring of deficiency notifications.
- Create and develop growth objectives in containment, control and improvement measures of processes.

The contact details are as follows:

Contact details of the Plan Manager	
Responsible	Mr. Ángel Pinillas Álvarez
Telephone	(+34) 956 585 400
Email	apinillas@apba.es
Address	Head of Maritime Operations Department. Port of Algeciras Bay Authority Avda. de la Hispanidad, 2. 11207 – Algeciras (Spain)

9. LOCATION PLANS OF THE RECEPTION FACILITIES FOR USED MOTOR OILS IN THE FISHING AND SPORTS DOCKS OF THE PORT OF ALGECIRAS AND TARIFA

