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International

ISO 16304

Ships and marine technology — Marine environment protection — Arrangement and management of port waste reception facilities

Navires et technologie maritime — Protection de l'environnement marin — Disposition et gestion des installations portuaires de collecte des déchets

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This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 2, *Marine environment protection*.

This third edition cancels and replaces the second edition (ISO 16304:2018), which has been technically revised.

The main changes are as follows:

— 5.4 and Annex A: waste characteristics and waste streams and treatment have been aligned with the revisions of MARPOL.[1]

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The development of adequate port waste reception facilities (PRFs) for ship-generated waste and cargo residues is a major factor in the management of each of the shipboard waste streams covered by the International Convention for the Prevention of Pollution from Ships (MARPOL[1]) Annexes I to VI, as amended, excluding Annex III (packaged dangerous goods). MARPOL[1] requires the Parties to ensure the provision of adequate reception facilities in ports to receive these wastes. The Parties to MARPOL[1] are required to implement legislation to provide for PRFs. Regional and intergovernmental legislation has also been developed. However, due to operational, ownership, geographic and legislative differences in ports, there is a large disparity in how operations are conducted. To overcome some of the major issues, the International Maritime Organization (IMO), through its Sub-Committee on Implementation of IMO Instruments (III) [formerly the Sub-Committee on Flag State Implementation (FSI)] developed an action programme to tackle the inadequacy of PRFs. Then, IMO adopted MEPC.83(44) *Guidelines for Ensuring the Adequacy of Port Waste Reception Facilities*.[4]

To obtain the most efficient management of waste and to reduce the time and resource burden in segregating and handling waste in the ports, the concept of waste minimization has been integrated into this document by incorporating the following principles:

— for waste generated aboard a ship:

  “Prevention before recycling, before energy recovery, before disposal.”

— once the waste is offloaded ashore:

  “Avoidance before reduction, before reuse, before recycling, before incineration with energy recovery, before disposal”.

Ship owners and operators, cargo owners, and port and terminal owners and operators, along with governments are aware of the importance of well-organized and managed waste collection, especially with respect to health and safety on board ships and at ports and terminals. It has been acknowledged within the IMO that standardized methodologies for waste management both on board ships and ashore at PRFs would harmonize practices and ensure a smooth delivery of ship-generated waste and cargo residues to shore-side facilities. ISO 21070[5] provides a methodology for ships to segregate their garbage, thus, port waste reception facilities worldwide can expect a certain level of ship segregated waste and cargo residues. However, ISO 21070[5] cannot work alone and requires a parallel International Standard that covers the reception of ship-generated waste. This document assists in the planning for the provision of adequate PRFs.

Parties to MARPOL[1] are obligated as Port States to ensure that port waste reception facilities (PRFs) adequate to meet the needs of the ships using them without causing undue delay are provided at their ports and terminals. MARPOL[1] does not seek to regulate the management of ship-generated waste and cargo residues at ports and terminals beyond the reception facility requirement. The IMO recognizes the need to manage ship-generated waste and cargo residues at ports and terminals as part of an environmentally sound management approach for avoiding, minimizing and eliminating pollution from ships.

In consideration of the above, this document applies to the management of ship-generated waste and cargo residues regulated by MARPOL[1] that are discharged at ports and terminals. It also covers principles and issues that are expected to be considered in the development of a Port Waste Management Plan (PWMP), its implementation and PRF operations. The operation of any PRF is governed by the principles and procedures included in the PWMP. The procedures to operate the PRF and the development of a PWMP are closely linked and therefore integrated into this document.

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