

SECTION 7

DISPOSAL OF GARBAGE AND OILY RESIDUES. MARPOL LEVY – COMPULSORY FIXED FEE

Disposal of garbage & oily residues:

- "Appendix II - Ship's residues declaration" (2 pages) which shall be filled out and returned latest 48 hrs. prior vessel's arrival.
- "Solicitud para la retención de residuos a bordo" - file required filled out in order to apply for 50% discount on the compulsory garbage/oily residues fix fee, and only applicable if vessel is discharging all oily residues in the previous port and does not discharge oily residues in Cartagena.
- The Official Licensed contractor is Cartago Marpol.

IMPORTANT: Kindly note that as per new regulations in Cartagena Port by Spanish Health Authorities, wooden pallets cannot be discharged in our port. Therefore, once garbage will be discharged, wooden pallets must be returned on board your good cruise ship in order to avoid penalties by Spanish Health Authorities.

Please find below links for new legislation of Spanish Ministry of Agriculture about wood pallets:

<https://www.mapa.gob.es/es/agricultura/temas/sanidad-vegetal/embalajes-de-madera-nimf-15/>

https://www.mapa.gob.es/images/es/Orden%20AAA4582013%2C%20%20operadores_tcm30-72977.pdf

Kindly note that **there are no environmental restrictions within our territorial waters (12nm)** or port to comply with, except of those dictated by MARPOL as per international legislation.

As per below table with Marpol discharge limit is correct and may operate as indicated on the same.

DISCHARGE	MARPOL DISCHARGE LIMIT	VESSEL'S
Treated Sewage	None (Annex IV)	12nm whilst underway
Laundry/galley/shower water	None (Annex IV)	4nm whilst underway
Treated Bilge Water <15ppm	None (Annex I)	12nm whilst underway
Food waste (inside special area)	12nm (Annex V)	12nm whilst underway
Food waste (macerated)	3nm (Annex V)	3nm whilst underway

Kindly note that as of the 27th of August 2010 is in force a new regulation "Article 80" which we attach file with translation of the same and it concerns a flat rate that the Port Authorities will charge to all ships calling in all Spanish ports, in order to reduce discharges at sea of ship-generated waste.

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HOW THE COMPULSORY FIXED FEE ON GARBAGE AND OILY RESIDUES IS CALCULATED:

According to the new Legislation 03/2017,

The fixed fee to be applied to vessels for each call in a Spanish port will be the resulting product of the base amount R1 by the following coefficients, in function of vessel's gross tonnage units (GT) plus the resulting product of the base amount R2 by the number of persons onboard.

Where the base amounts R1 and R2 are:

- Base amount R1: EUR 0,75
- Base amount R2: EUR 0,25
 - a) Ships with between 0 and 2.500 GT:
 $[R1 \times 1,50] + [R2 \times n^{\circ} \text{ of persons onboard}]$
 - b) Ships with between 2.501 and 25.000 GT:
 $[R1 (6 \times 0,0001 \times GT)] + [R2 \times n^{\circ} \text{ of persons onboard}]$
 - c) Ships with between 25.001 and 100.000 GT:
 $[R1 (1,2 \times 0,0001 \times GT) + 12] + [R2 \times n^{\circ} \text{ of persons onboard}]$
 - d) Ships with more than 100.000 GT:
 $[R1 \times 24] + [R2 \times n^{\circ} \text{ of persons onboard}]$

The fee is applied always whether if vessel discharges or not.

The fix fee is the amount that Port Authority is applying to every ship entering the Port and is allowing vessel to discharge residues from MARPOL'S ANNEX I and MARPOL'S ANNEX V of the Marpol's 73/78 convention at no extra cost, even if service is rendered in overtime, except for the truck service DELAYS or SLOW EFFICIENCY (discharge rate below 5cbm/hr.), in which case surcharge will be as follows:

Oily waste from MARPOL ANNEX I:

- The truck service hours will start to count from the time the truck leaves the Marpol installation empty until it returns back full with the oily residues.
- The first two hours of the truck service will be free of charge, as included in the fix fee.
- The cost for slow efficiency of delivery of oily waste (Marpol I) will be 53,42 € / hour of truck service.
- Considering as normal rate for disposal of oily residues: 5cbm / hour or fraction,

Example:

Vessel discharges 19cbm in 7 hrs.

7 hrs. - (2 hrs. + (19cbm/ 5cbm)

7 hrs. of service - (2 hrs. free + 3 hrs. for normal rate of disposal - included in fix fee) = 2 hrs. to be charged for truck service

Cost of 2 hrs.: 106,84 €

Garbage from MARPOL ANNEX V:

Solid waste/garbage shall be prepared for the requested time of disposal and disposed with no interruptions from the time the service is arranged until completion. Truck delay, interruptions or slow efficiency is surcharged 77.50€/hr.

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FORKLIFT – Info and Quotation

In the fix fee, **it's not included the rental of forklifts** assisting the disposal of palletized garbage,

If a forklift and operator were required to assist de discharge of palletized garbage, cost involved would be as follows:

- Rental of forklift and operator: 105,00 € / hour (minimum amount of 4 hrs.)
- Transportation cost of forklift from container pier to the cruise terminal and back: 150,00 €
- Surcharged of 50% for work on extra if any. (Weekend Surcharge and Mon-Fri from 20:00-08:00 hrs.)

There are discounts contemplated in the same regulation (point 10 letters a) and b) which may be applied).

a) 20 % discount will be applied to the fee if vessel has a certificate issued by the Maritime Authority stating that, due to the environmental management of the vessel, its design, available equipment or operating conditions reduced quantities of the waste in question generated.

b) 50 % discount will be applied to the fee when the vessel stops in the port and does not discharge the waste mentioned in Annex I (liquids) and can prove by means of certificate issued by the Maritime Administration, the delivery of the waste, as well as payment of the same at the last port where a stop was made.

Conditions:

- 1) Do not use Marpol I service in Cartagena.
- 2) Has discharged ALL Marpol I residues in the previous port or some of the same, not keeping on board more than 50% of the storage capacity of Marpol I residues and do not exceed 50% before next Port of call.
- 3) Has paid the fee or the service in the previous port.
- 4) If previous port is not an EU port, Marpol I service facility should be included in the OMI list.

Documentation needed:

- 1) Residue's declaration issued for previous port.
- 2) Marpol certificates (waste delivery notification) showing that ALL Marpol I residues has been discharged in the previous port.
- 3) Payment receipt or other payment certificate which includes payment of taxes in the previous port.

ISO 14001 DISCOUNT:

In addition to this the Port Authority apply' s discounts for being ISO 14001 certified, please note that we must receive valid ISO certificate and insurance policy (P&I Certificate) in order to obtain a 5% discount for Environmental Law on the berthing fee, from the Port Authority of Cartagena.

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USE OF EGCS

Kindly find below requirements from Cartagena's Harbour Master:

Recently the Spanish Maritime Administration (DGMM) has issued a procedure for the acceptance and consideration, in order to avoid the use of fuel with low sulphur content, in waters of the EEZ, territorial sea and Spanish port waters, of the systems of exhaust gas cleaning (Exhaust Gas Cleaning System - EGCS)

The Maritime Administration and the Port Authority must be informed of the arrival of ships in port that have emission reduction methods and intend to use them.

Acceptance of the EGCS (Scrubbers)

Any ship that has an exhaust gas cleaning system (Exhaust Gas Cleaning System - EGCS), for its acceptance and consideration in order to avoid the use of fuel with low sulphur content, in waters of the EEZ, sea territorial and Spanish port waters, must communicate it to the Maritime Captaincy, providing the following documents in accordance with the guidelines of Resolution MEPC 259 (68) and according to the Plan chosen for approval, recognition and certification of the EGCS:

Document	Scheme A - Parameter Check	Scheme B - Continuous Monitoring
SOx Emissions Compliance Plan (SECP)	X	X
SOx Emissions Compliance Certificate (SECC)	X	
EGCS Technical Manual, Scheme A (ETM-A)	X	
EGCS Technical Manual, Scheme B (ETM-B)		X
Onboard Monitoring Manual (OMM)	X	X
EGC Record Book or Electronic Logging System	X	X

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In addition, they must also provide:

- *International Certificate of Prevention of Air Pollution (IAPP) of the current vessel.*
- *Supplement to the International Certificate for the Prevention of Air Pollution of the Vessel, which must include, in section 2.6, that the ship has an EGCS (**Supplement to IAPP Certificate**)*

Upon receipt of the above documentation, the Maritime Captaincy may request clarifications or carry out an on-board inspection to verify the efficiency of the system's operation.

If, within a period of ten working days from receipt of the documentation, the Shipper or its Consignee Agent has not received a communication from the Maritime Captaincy denying the use of the system, the use of the EGCS could be used in Spanish waters, and in the case of being used in port, it should be used for all combustion units that are being used in port, as a substitute for the use of fuel with a low sulphur content.

The vessel will be included in a registry in each Harbour Master office/port, valid while it has its IAPP certificate in force, and a new copy must be provided for the renewal or endorsement of the International Air Pollution Prevention Certificate to maintain the registry.

*Therefore, if you want to use the EGCS (Scrubbers) you must send us, **30 days prior your Call in Cartagena Port**, the aforementioned documentation for analysis, in what corresponds to the competences of this Harbour Master office. Since the operation is intended to be performed in port waters, you must have the corresponding authorization from the port.*