



**REGULATION OF PPA S.A. FOR THE ORGANIZATION
AND OPERATION OF FACILITIES FOR THE RECEPTION
AND MANAGEMENT OF SOLID WASTE FROM SHIPS**

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Having regard to:

1. Law No. 4404/2016 (Government Gazette A 126) "On the ratification of the 24 June 1016 amendment and codification into a unified text of the Concession Agreement of 13 February 2002 between the Greek State and PPA S.A. and other provisions."
2. Law No. 743/1977 (A 319) "On the Protection of the Marine Environment and the regulation of related matters"
3. Presidential Decree No. 55/98 (A 58) "Protection of the marine environment"
4. Law No. 1269/1982 "Ratification of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78)" (A 89)
5. Presidential Decree 206/2000 (A 186) "Acceptance of amendments to the Annex to the 1978 Protocol relating to the MARPOL 73/78"
6. Law No. 1147/1981 (GG 110) "On the ratification of the International Convention signed in London in 1972 on the Prevention of Marine Pollution By Dumping of Wastes and Other Matter and certain other provisions"
7. Presidential Decree 68/1995 (A 48) "Acceptance of amendments to the Annexes to the 1972 International Convention on the Prevention of Pollution from ships, etc."
8. Law No. 855/1978 (A 235) "Barcelona Convention"
9. Law No. 1650/1986 "On environmental protection" (A 160)
10. JMD 75308/5512/90 (GG 691/B/90): "Determination of the manner of providing information to citizens and their representative bodies on the content of the Environmental Impact Studies of Projects and Activities in accordance with paragraph 2 of article 5 of Law No. 1650/86"
11. JMD 50910/2727/2003 (GG 1909/B/2003) "Measures and conditions for solid waste management - National and Regional Management Planning" which replaced JMD 69728/824/1996 (B 358)
12. Law No. 2939/01 (A 179) "Packaging and alternative management of packaging and other products - Establishment of the National Agency for Alternative Management of Packaging and Other Products (EOEDSAP) and other provisions"
13. Law No. 4496/2017 (GG 170/A/2017) "Amendment of Law No. 2939/2001 for the alternative management of packaging and other products, adaptation to Directive 2015/720/EU, regulation of issues of the Hellenic Recycling Agency and other provisions"
14. P.D. 82/04 (GG 64 A / 2-3-2004) "Measures, conditions and program for the alternative management of waste lubricating oil"
15. P.D. 115/2004 (80 A / 5/3/04) "Measures and conditions for the alternative management of used batteries and accumulators"
16. PD 117/2004 (GG 82/05-03-2004) "Measures, conditions and program for the alternative management of waste electrical and electronic equipment, in compliance with Directive 2002/95"
17. JMD ΗΠ 13588/725/2006 (GG 383/B) "Measures, conditions and restrictions for the management of hazardous waste in compliance with the provisions of Directive 91/689..."
18. JMD ΗΠ 24944/1159/2006 (GG 791/B) "Approval of the General Technical Specifications for the management of hazardous waste pursuant to Article 5 (par. B) of JMD ΗΠ13588/725/2006..."
19. MD 8668 (GG 287/B/02-03-2007) "National Hazardous Waste Management Plan"
20. JMD 113944/1997 "National Waste Management Plan" (B 1016)
21. JMD 14312/1302/2000 "Supplementation and specialization of 113944/1997" (B 723)
22. JMD 114218/1997 "Establishment of a framework of technical specifications and general plans for solid waste management" (B 1016)"

23. JMD 181051/1090/82 (B '266) "Terms and conditions for the identification of ships and barges or floating craft in general used as facilities for the reception of solid waste from ships"
24. Law No. 3104/2003 (A 28) "Ratification of the Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 relating thereto"
25. Directive 883/2019/EU of the European Parliament and of the Council on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC
26. Decision 94/904/EC: "Council Decision of 22 December 1994 establishing a list of hazardous waste pursuant to Article 1 (4) of Council Directive 91/689/EEC on hazardous waste"
27. Decision 96/350/EC: "Commission Decision of 24 May 1996 adapting Annexes IIA and IIB to Council Directive 75/442/EEC on waste, etc."
28. Regulations (EC) Nos 259/93 and 1013/2006 on shipments of waste
29. Decision of the BoD 227/05 (GG 896/B/06-06-2007) & Decision of the BoD 319/07 (GG 343/B/03-03-2008) "Fees and Tariffs for the provision of port reception facilities of responsibility of PPA SA"
30. Decision of the BoD 200/22-7-2008 (GG B 1616/12-08-2008) "Revision of the Operating Regulation of the Port Reception Facility Office and revision of the tariffs for the provision of port reception facilities"
31. JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) "Adaptation of Greek legislation to Directive (EU) 2019/883 of the European Parliament and of 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
32. Law No. 4014/2011 "Environmental licensing of projects and activities" (GG A 209)
33. Law No. 4042/2012 "Criminal protection of the environment" (GG A 24)
34. Commission Directive 2007/71/EC of 13 December 2007 amending Annex II of Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues
35. Presidential Decree 49/2005 (GG A 66), which transposed Directive 2002/59/EC into national Law, as amended and in force
36. Law No. 4014/21-09-2011 (GG 209/A/21.09.2011) "Environmental licensing of projects and activities, the regularisation of unauthorised buildings, in conjunction with the creation of an environmental balance and other provisions in the competence of the Ministry of the Environment"
37. Law No. 4042/13.02.2012 (GG 24/A/13.02.2012) Criminal Protection of the Environment - Criminal Protection of the Environment - Harmonisation with Directive 2008/99/EC – Framework for the generation and management of waste – Regulation of issues of the Ministry of the Environment, Energy and Climate Change
38. JMD No. Οικ. 43912/4026 (GG 2992/B/2016) "Organisation and operation of the Electronic Waste Register (EWR) in accordance with the provisions of Article 40 of Law No. 4042/2012 (A 24), as in force"
39. Law No. 4819/2021 (A 129) "Integrated framework for waste management – Transposition of Directives 2018/851 and 2018/852 of the European Parliament and of the Council of 30 May 2018 amending Directive 2008/98/EC on waste and Directive 94/62/EC on packaging and packaging waste, framework for the organisation of the Hellenic Recycling Agency, provisions for plastic products, urgent provisions for the protection of the natural environment, spatial-urban planning and energy regulations", as amended and in force

40. Law No. 4676/2020 (A 67) “Modernisation of institutional framework for maritime cabotage and other provisions”
41. PD 8/2013 (GG 27/A/31-01-2013) “Acceptance of amendments to Annex V to the Protocol of 1978 in relation to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised Annex V to MARPOL 73/78)”
42. European Regulation 1069/2009 of the European Parliament and of the Council of 21 October 2009 “laying down health rules as regards animal by-products and derived products not intended for human consumption and repealing Regulation (EC) No 1774/2002 (Animal by-products Regulation)”
43. P.D. 211/2006 “Additional measures for the implementation of Regulation (EC) No 1774/2002 of the European Parliament and of the Council of 3 October 2002 laying down health rules as regards animal by-products and derived products not intended for human consumption”
44. Document ref. no 958/201678/22-07-2020 by the Ministry of Rural Development and Food “Management of kitchen waste from aircraft and ships” (Circular)
45. Presidential Decree 405/1996 (GG 272/A1996), “Regulation on the loading, unloading, handling and stay of dangerous items in ports and sea transport of dangerous cargo”
46. Approval decision by the Ministry of Maritime Affairs and Insular Policy with ref. no. 3122.3-1.2/48774/60073/19-08-2025 “Receipt and management plan for waste and cargo residues of ships entering the port facilities of PPA SA”

CHAPTER A - GENERAL PROVISIONS

ARTICLE 1 – SUBJECT

To implement the policy on protection of the marine environment in European Ports as it has been integrated in the European and National legislation on port facilities for the reception and management of ship-generated waste. The main purpose of organizing the Port Reception Facilities of PPA SA is the implementation of the provisions of the aforementioned National, European and International Legislation for the prevention of sea pollution from the discharge of solid ship-generated waste.

For this purpose, PPA SA has organized ship-generated waste reception facilities as all ports must, while ships approaching the port area of responsibility of PPA SA and the Anchorage of Piraeus must deliver their waste and cargo residues to these facilities. Ships must also contribute significantly to the operating costs of the Facilities through the payment of fees, regardless of whether they use them or not, so that they have an incentive to deliver their waste to the port facilities and not dispose it at sea, while the total cost for the provision of adequate reception facilities for ship-generated waste can also be covered.

ARTICLE 2 – SCOPE OF APPLICATION

The provisions of this Regulation apply to all ships calling the port zone of PPA SA and the Anchorage of Piraeus and to the sub-concessionaire of PPA SA for the provision of these services applied in

accordance with the provisions of the ship-generated waste reception and management Plan of PPA SA as in force from time to time.

The above does not apply to warships or naval auxiliaries and other ships owned or operated by the Greek State and used for governmental non-commercial service. These ships may deliver their waste to the port facilities of PPA SA, if possible.

ARTICLE 3 - DEFINITIONS

1. “ship”: means a seagoing vessel of any type whatsoever operating in the marine environment, including fishing vessels, recreational craft, hydrofoil boats, air-cushion vehicles, submersibles and floating craft
2. “MARPOL Convention 73/78”: The International Convention for the Prevention of Pollution from Ships, in its updated version
3. “anchorage”: A designated sea area adjacent to a port, located outside the area of responsibility of the port management body and within the area of responsibility of the relevant port authority, in which ships may be anchored for short periods and where operations such as refuelling, crew changes, receipt of provisions etc. may be carried out.
4. “ship-generated solid waste”: all solid waste, and residues other than cargo residues, which are generated by ships and fall under the scope of Annexes I, IV, V and VI to MARPOL 73/78 and cargo-associated waste as defined in the Guidelines for the implementation of Annex V to MARPOL 73/78
5. “cargo residues”: residues of any cargo material remaining on board the ship on deck or in cargo spaces or in tanks after loading and unloading, including spillages and spills during loading or unloading, in a wet or dry state or entrained in washing water, excluding cargo dust remaining on deck after sweeping or dust on the external surfaces of the ship.
6. “Port reception facilities for ship-generated waste”: any fixed, floating or mobile installation capable of providing the service of receiving waste from ships
7. “Waste Treatment”: recovery or disposal operations, including preparation prior to recovery or disposal
8. “fishing vessel”: any ship equipped or used commercially for catching fish or other living resources of the sea
9. “recreational craft”: any type of ship, regardless of its means of propulsion, with a hull length of 2.5 meters or more, used for sporting or recreational purposes and not used for commercial activity
10. “port”: 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

11. “port zone”: The land and sea area of the Port of Piraeus, as defined in accordance with Law 4404/2016. Indicatively, it is mentioned that the Port Zone of PPA includes the coastal and maritime area which extends from the Central Port of Piraeus to the port of Perama and also includes the area of Kynosoura on the Island of Salamina, including the shipyards located in these areas
12. “port authority”: Piraeus Port Authority S.A. (PPA SA)
13. “provider of ship-generated waste reception and management services”: any natural or legal person providing services for the reception and management of waste and cargo residues from ships, to which such services have been entrusted by the port management body for ships calling at its area of responsibility
14. “Plan”: The Ship-Generated Waste Reception and Management Plan of PPA SA, as in force from time to time

**CHAPTER B - ORGANISATION & OPERATION OF SHIP-GENERATED SOLID WASTE RECEPTION
FACILITIES AT PPA SA**

ARTICLE 4 - STRUCTURE OF SERVICES PROVIDED

The provision of ship-generated waste reception facilities by PPA SA is based on the following framework:

- Ship-Generated Waste Reception and Management Plan of PPA SA
- Fees and Tariffs for the management of solid ship-generated waste
- Sub-concessionaire of services for the reception and management of solid ship-generated waste in the area of the responsibility of PPA SA
- Environment & Waste Reception Sector/ Property & Environmental Services Dpt Dptof PPA SA, aiming to ensure the coordination of works and the timely service of the ships

PPA SA provides services of reception facilities for ship-generated waste through a sub-concessionaire, which is responsible for the provision of services of reception, transfer, temporary storage, interim treatment where required and final legal disposal of ship-generated solid waste in accordance with the approved Ship-Generated Waste Management Plan of PPA SA and the applicable environmental and customs provisions, without creating unjustified delays to ships.

ARTICLE 5 - SHIP-GENERATED WASTE COLLECTION AND MANAGEMENT PLAN

The collection and management of ship-generated waste is carried out in accordance with the provisions of the "SHIP-GENERATED WASTE RECEPTION AND MANAGEMENT PLAN OF PPA SA".

At the premises of the ship-generated waste reception facilities of PPA SA, all waste categories as per MARPOL 73/78 and the National Legislation are accepted for collection and management until final disposal:

TABLE I

Annex to MARPOL 73/78	Waste categories	Types of waste to be delivered
I	Oily waste	<ul style="list-style-type: none"> • Oily bilge water • Oily residues - sludge • Oily tank washings (slops) • Dirty ballast water • Scale and sludge from tank cleaning • Waste lubricants • Other
II	Noxious liquid substances in bulk	Categories X,Y & Z and other substances
III	Harmful substances in packaged form	Packaged noxious substances
IV.	Sewage	Sewage to be discharged as well as some treated wastewater to be discharged
V	Garbage	Part I <ul style="list-style-type: none"> • A. Plastics • B. Food waste • C. Domestic waste • D. Cooking oil • E. Incinerator ashes • F. Operational waste • G. Animal carcasses/animal by-products • H. Fishing gear • I. Electrical - electronic waste, (CATEGORY I - E-WASTE) Part II <ul style="list-style-type: none"> • J. Cargo residues not harmful to the marine environment (non HME) • Cargo residues harmful to the marine environment (HME)
VI	Waste related to air pollution	<ul style="list-style-type: none"> • Ozone-depleting substances (and equipment containing such substances) • Residues from ship exhaust gas cleaning systems

Ships calling at the port should, at the latest 24 hours before arrival, send a completed notification form in order to notify the Waste Reception Facilities of PPA SA of the type and quantities of waste they carry and/or intend to deliver.

Solid waste is collected packaged in suitable storage units (bins, containers, IBCs, UN-type drums, UN-type big bags, etc.), and its collection from ships is carried out either by land, at port quays, or by sea, depending on the anchoring or stern-mooring position of the serviced vessel.

For the collection of waste by sea, floating means will be used (self-propelled and towed barges, depending on the user's needs), while for collection by land, appropriately licensed vehicles for waste transport and special collection equipment will be used where required.

All the means used, on sea and land, are of an approval-type by the competent Authorities in accordance with the specifications set out in the National and International Legislation and have the relevant certificates required.

Hazardous solid waste is appropriately collected and handling for final disposal or treatment at licensed facilities in Greece or abroad (by transboundary movement of waste).

The waste disposed to legal recipients, either for treatment or for final disposal in accordance with the procedures set out in the Ship-Generated Waste Management Plan of PPA SA and the workflow plan of the sub-concessionaire.

ARTICLE 6 - FEES AND TARIFFS FOR THE PROVISION OF SOLID WASTE RECEPTION FACILITIES

Each ship arriving in the port area of PPA SA and the anchorage of Piraeus is obliged to pay a waste management fee. The billing system for all ship types is detailed in the Issue of Fees and Tariffs for the services of waste reception facilities of PPA SA, as adjusted. Under this billing system, ships approaching the port area of PPA SA are divided into two types:

- Ships carrying out **regular voyages**/regular vessels (fixed fees)
- Ships carrying out **non-regular voyages**/non-regular vessels (fees in advance)

The following ships are included in the type of non-regular vessels:

1. Cargo ships (Ro-Ro, container ships, general cargo ships etc.)
2. Tankers
3. Ships facilitated within ship repair areas of PPA (including private shipyards areas located in the area of responsibility of PPA)
4. Passenger-Cruise Ships
5. Tugboats that are not operating in and around the port
6. Recreational craft ≥ 12 passengers

The following ships are included in the type of regular vessels:

1. Open type RoPax ferry of the Argosaronic Gulf
2. Closed type RoPax ferry of the Argosaronic Gulf

3. Passenger Speedboats (Hydrofoils and CATAMARANS)
4. RoPax
5. Cruise ships on regular voyages
6. Tugs, Water Carriers and supply tank Vessels
7. Fishing ships - Recreational craft <12 passengers
8. Closed type, small passenger vessels on the following route services
 - Piraeus - Salamina
 - Perama - Salamina
 - Piraeus - Aegina
9. Motorboats
10. Small cargo ships with a capacity of less than 2000 GRT

Categorization of cruise ships in the regular or non-regular vessel category depends on their arrivals per week. In specifically, when they approach with at least 3 arrivals/month they are categorized as regular vessels and in any other case as non-regular vessels.

Ships carrying out non-regular voyages are obliged to pay a solid waste management fee each time they call the port area of PPA. This fee is calculated in relation to the GRT for cargo ships, tankers and ships under repair and in relation with the number of crew members and passengers for passenger ships and cruise ships, in accordance with the provisions of the approved tariffs of PPA SA.

Ships carrying out scheduled services or having frequent and regular calls in the port of Piraeus (regular vessels) are subject to a fixed fee per ship category and type for the use of the reception facilities service. Ships are classified in the relevant categories by submission of the relevant details and certificates.

ARTICLE 7 – ENVIRONMENT & WASTE RECEPTION SECTOR

The Section of Waste Reception Facilities, reporting to Property and Environmental Services Dpt, has been created to ensure the effective coordination of works, the effective provision of services and organization and the smooth conduct of procedures.

Specifically, the framework of responsibilities of the Environment & Waste Reception Sector/ Property & Environmental Services Dpt is:

- i. The organisation of reception facilities services for ship-generated waste and cargo residues
- ii. The control of compliance with and implementation of the Waste Collection and Management Plan during the provision of services and the relevant contracts between PPA SA and the contractor

- iii. The implementation of a computerised system which will record the data of ships arriving in the PPA SA port zone and the sea berth, as well as the data from the provision of reception facilities services.
- iv. The maintenance of a record with the details of the ships entering the PPA SA port area and the Notification Forms of Annex II of JMD 8111.1/41/09, as amended by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, which are communicated to the Port Reception Facilities Office under the responsibility of the ships.
- v. The processing of decisions on ship requests for exemptions, reduced tariffs and classification in the regular vessel category, taken following an opinion of the Environmental Protection Section of PPA.
- vi. The maintenance of a record with data on the categories, quantities and final disposal of the waste per EWC code and the cooperation with the Environmental Protection Section of PPA for their registration in the annual waste producer report in the Electronic Waste Register (EWR).
- vii. Record keeping shall include the identification form that accompanies hazardous waste as well as all the evidence of waste management and final disposal, as provided in the Plan of PPA SA. and the above-mentioned accompanying waste documents will be received directly by the Environmental and Waste Reception Facilities Department.
- viii. The handling of the complains procedure for inadequate waste reception facilities, in accordance with the provisions of the Ship-Generated Waste Management Plan of PPA as well as the National legislation.
- ix. The quality control of the services provided and the cooperation in order to improve them.

CHAPTER C - GENERAL OBLIGATIONS

The general obligations of the bodies involved in ship-generated waste management procedures are described below:

ARTICLE 8 – SHIPS

Ships entering the area of responsibility of PPA SA must:

1. Send (through their legal representative) the completed notification form, in accordance with Article 6 of JMD 8111.1/41/09, as amended by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, to the Port Reception Facilities Office, which shall operate under the responsibility and care of the sub-concessionaire, at least 24 hours before the arrival of the ship or as soon as the arrival becomes known if this information is available to the shipmaster in less than

24 hours or, at the latest, on departure from the previous port if the duration of the voyage is less than 24 hours.

2. Fulfil their financial obligations in accordance with the fees and tariffs applicable to the reception facilities of PPA SA each time for ship-generated waste. The payment of fees is mandatory. In case of non-payment or delayed payment the provisions set out in Article 8, paragraph 10 of Ministerial Decision 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and the provisions of paragraph 10 of Article 20 of Law 3622/2007 shall apply, concerning the possibility of prohibiting the vessel's departure by the Port Authority upon request of PPA S.A.
3. Any removal of any ship/ floating craft from the port area of PPA SA, that has not been timely notified, implies the sole responsibility of the party liable for the invoicing of the fees provided by the sub-concessionaire.
4. Any requested exemption from the payment of fees and the delivery of waste for ships/ floating craft that are idle or abandoned shall commence from the date of notification of the condition of the ship to the Port Reception Facilities Office by the shipowner or their legal representative accompanied by legal documents.
5. If the ship / floating craft remains in the above condition beyond a period of one year and there is a justified reason for the failure of the parties responsible to notify the Port Reception Facilities Office, an exemption may be granted and it will concern, as a maximum, the fees of six (6) months from the declaration, to be considered on a case-by-case basis.
6. Provide the additional information required for their classification into a category in accordance with the provisions of the Fees and Tariffs of PPA SA and inform the Environment & Waste Reception Sector/ Property & Environmental Services Dpt a timely manner of any change in such information.
7. Deliver their waste to the recognised port reception facilities and only through the sub-concessionaire. They shall also deliver their waste before the departure of the ship, unless it is proven that they have sufficient storage capacity until the next port of delivery in accordance with their scheduled voyage. If there is no appropriate infrastructure in the intended port of delivery, or if the next port is not known, they are required to deliver their waste before their departure.
8. Deliver separately the specific waste streams (waste lubricating oil, electric accumulators and electric batteries, electric and electronic waste, used tyres, hospital waste, packaging, etc.) and inform the sub-concessionaire in a timely manner of their type, category and quantity, and upon delivery of such waste, collect a relevant receipt and the completed identification forms.
9. Deliver hazardous waste separately and inform the sub-concessionaire in a timely manner of its type, category and quantity. For hazardous waste and specific waste streams the sub-concessionaire shall provide the following items:
 - I. Proof of receipt

- II. Waste identification forms
 - III. Evidence of final disposal of the waste received
10. Deliver separately recyclable waste free from residues of organic and other waste

ARTICLE 9 - SUB-CONCESSIONAIRE OF WASTE MANAGEMENT SERVICES FOR SHIP-GENERATED SOLID WASTE

The general framework of the sub-concessionaire's obligations for solid waste management services on ships has as follows:

1. Implementation of the ship-generated waste Reception and management Plan of PPA SA
2. 24-hour service of ships without unjustified delay
3. Implementation of an approved Emergency Response Plan.
4. Implementation of a specific work plan, based on which the concession has been made.
5. Compliance with the contractual obligations and ensuring that the permits of its facilities and equipment are in force
6. Compliance with the environmental, customs and operation regulations of the port, as well as the provisions of the legislation on waste management
7. Keeping a record with the information communicated under the ships' responsibility
8. Notification of the requests for waste reception and delivery certificates to the Environment & Waste Reception Sector/ Property & Environmental Services Dpt and recording of the relevant data in the electronic database through a computer application. The implementation of the computer application is the responsibility of PPA.
9. Issue of a numbered receipt certificate indicating the details of the ship, the details of the means of receipt, the quantity and type of residues, the date of receipt, the number of the contract with PPA SA, the approval numbers of the required licences, as well as the details of the facility where the waste will end up, including the number of its operation licence.
10. Implementation of a specific procedure for the collection, transport and final disposal of hazardous and of specific waste streams (waste lubricating oil, electric accumulators and electric batteries, electric and electronic waste, used tyres, hospital waste, packaging, etc.). The overall management of the above waste shall comply with the Ship Generated Waste Management Plan of PPA S.A., applicable legislation and a record will be kept both by the sub-concessionaire and by the Environment & Waste Reception Sector/ Property & Environmental Services Dpt for evidence of the entire management process, which shall be also submitted to the ship.

11. Specifically, prior to the reception of hazardous waste and special waste streams, the ships shall submit, where required, a chemical analysis of the waste to be received and, as part of the observance of all legal procedures, the following should be delivered to the ships and PPA SA:
 - i. Proof of receipt
 - ii. Waste identification forms
 - iii. Evidence of final disposal of the waste received
12. Processing requests for waste delivery, upon presentation of proof of payment of the relevant fee by the ship's representative.
13. Responding to a ship's request for waste collection in a manner that does not cause unjustified delays in the departure or other operations of the ship, while ensuring the required level of quality of the services provided.
14. Ensuring that users are notified of any outstanding financial obligations and that pending invoices for regular and non-regular vessels are processed with proof.
15. If the outstanding invoices are not received by the liable parties, the sub-concessionaire shall ensure that they are served via bailiff in a lawful manner.
16. Collection, transport and legal final disposal, after their classification, of the operational waste of workshops and waste resulting from the cleaning of the tanks of PPA SA

ARTICLE 10 - PPA SA

The framework of obligations of PPA SA as port authority is mainly determined by the provisions of JMD 8111.1/41/09, as replaced by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, and is summarised below:

1. Provision of port Facilities for the reception and management of ship-generated waste, suitable to meet the needs of ships using the port of Piraeus, without causing unjustified delay for ships.
2. Adequacy of the port Facilities for waste reception and management, in terms of the waste categories and quantities produced and the total number of arrivals and ship types using the port of Piraeus.
3. Preparation and implementation of a Ship-Generated Waste Management Plan in accordance with the provisions of the legislation in force
4. Preparation and implementation of a system of fees and tariffs, so that the cost of the reception, management, treatment and final disposal of ship-generated waste is covered by ships approaching the port of Piraeus. The implementation of the system of Fees and Tariffs should act

as an incentive for the ship to deliver its waste to the port facilities of PPA SA and not to dispose of it uncontrollably in the sea area and for this reason the payment of a fee is mandatory for all ships approaching the port area of PPA SA and the berth, regardless of whether they make use of the port Facilities.

5. Provision of adequate information to users and the sub-concessionaire as regards their obligations and cooperation with competent bodies for the implementation of the provisions of the National Legislation
6. Consideration and decision-making procedure for ship requests concerning: a) exemption of fees payment based on o Article 9 (paragraph 5) of JMD 3122.3-15/71164/2021, b) reduction of fees based on Article 8 (paragraph 5) of JMD 3122.3-15/71164/2021, c) conclusion and issuance of a certificate of arrangement for the delivery of waste and payment of fees pursuant to Article 9 (paragraph 5) of JMD 3122.3-15/71164/2021 d) classification or revision of classification of a ship with regard to the payment of fees.
7. Forwarding to the Ministry of Maritime Affairs and Insular Policy of the requested data and of any complaints for inadequacy of port reception Facilities for ship-generated waste
8. Implementation of the relevant environmental legislation (national and European) at all stages of management of ship-generated waste, as well as of the customs provisions and the Port Regulation, in accordance with the applicable legislation.
9. Quality control and assurance of the services provided to the serviced ships

CHAPTER D – PROCEDURES

ARTICLE 11 - SHIPS ENGAGED IN NON-REGULAR VOYAGES/NON-REGULAR VESSELS

Ships engaged in non-regular voyages pay **pre-paid fees** which

- a)** if waste is delivered, shall be returned after 20% has been withheld to cover administrative costs (15%) and to develop - operate and maintain a computer application for the receipt and management of ship-generated waste (5%), in accordance with Circular No. 8111.1/01/04/23-1-2004 of the Ministry of Mercantile Marine / General Secretariat for Shipping / Port Operations Directorate. The remainder of the pre-paid fee is returned once the ship's agent submits all the waste delivery documentation and pays for the services received and after the ship's departure. Deliveries for the categories of edible oils and fats (solid waste), Animal by products and recyclables are not eligible for return
- b)** If no waste is delivered, the entire amount of the pre-paid fees shall be withheld, of which 5% is related to the development - operation of a electronic platform for the delivery and management of ship-generated waste.

These fees will be paid directly to PPA SA/Section of Ship-Generated Waste Reception Facilities.

The procedures to be followed by a ship using the reception facilities for ship-generated waste are described below:

1. The ship (or its legal representative) sends the notification form (Annex I) to the Port Reception Facilities Office, which operates under the responsibility and care of the sub-concessionaire, as provided for in Article 8(§ 1) hereof. The form must be sent by the ship regardless of whether it will deliver waste to the port reception facilities of PPA SA.

2. Payment of fees:

i) The ship (by itself or through its legal representative) must pay the appropriate upfront fees to the Port Reception Facilities Office, which operates under the responsibility and care of the sub-concessionaire, by submitting the notification form at the latest by the time of the ship's arrival

ii) The ship's details, as well as the data of the notification form, are entered via a computerised system to an electronic database maintained by the sub-concessionaire under its own responsibility and care.

The Environment & Waste Reception Sector/ Property & Environmental Services Dpt is notified of any additional ship data required for the classification of the ship into a category, in accordance with the provisions of the fee and tariffs issue of PPA SA and the corresponding due fee is calculated by the Port Reception Facilities Office.

iii) The fee is paid at the Waste Reception Facilities Office of PPA S.A. or via electronic deposit/payment and then, with the collection receipt, a fee payment certificate (Annex II) is issued, with an attached fee calculation sheet stating the fee calculation method, the ship's category etc. The fee payment certificate is used as evidence that the ship has met its financial obligations.

iv) Alternative method of fee payment: The legal representatives of vessels may, instead of cash payment, submit a letter of guarantee in order to facilitate financial transactions. The interested party (shipowner, ship operator, shipping agent, or other legal representative of the vessel) shall submit a letter of guarantee covering one or more vessels, which must be clearly specified.

The letter of guarantee (Annex IV) shall cover the amount resulting from the calculation of the fee based on scheduled monthly arrivals, increased by ten percent (10%). The liable party is required to pay the corresponding monetary amount of the fee within ten (10) days from the vessel's arrival. In the event that the amount is not paid within the aforementioned deadline, the procedure for forfeiture of the letter of guarantee shall be

initiated. The validity period of the letter of guarantee shall be determined on a case-by-case basis.

3. If the ship intends to deliver waste, it sends through its legal representative a relevant request to the sub-concessionaire for the collection of solid waste in order to plan the works. The request sent to the sub-concessionaire for waste collection will be accompanied by the fee payment certificate.
4. In particular, for hazardous waste and for that requiring the issue of a cross-border transport permit, the request for its receipt must be submitted by the ship serviced or its legal representative, on working days and hours, at least 15 working days before the reception works, to allow the completion of formalities by the sub-concessionaire, except in emergencies.
5. If the ship delivers waste, it will receive a receipt from the sub-concessionaire which will be numbered and bilingual, i.e. drafted in Greek as well as in English, and entered in the computer system. The proof of receipt will contain: the quantity and type of solid waste delivered, the start and end times of the operation, the number of the agreement between PPA SA and the sub-concessionaire, the licence number of the reception facility and the number of the customs licence, where required, and it will be signed by the master of the delivering ship and by the person in charge of the receiving means of the sub-concessionaire.
6. For the services provided for the reception of solid waste, the sub-concessionaire issues an invoice to the ship in accordance with the approved Tariffs of PPA SA, which is paid directly to the sub-concessionaire.
7. If the ship delivers waste, the corresponding advance fee is refunded if the ship's representative submits to the Port Reception Facilities Office the waste delivery receipt and the documents for the payment of its debts to the sub-concessionaire for the services provided, after the ship's departure. Deliveries for categories of edible oils and fats (solid waste), sewage and waste lubricant oils (liquid waste) are not eligible for a refund.
8. If the ship delivers waste but does not pay the appropriate fee, an invoice will be issued on credit after the ship's departure, for 100% of the value of the fee and will be sent to the ship's legal representative.

ARTICLE 12 - SHIPS ENGAGED IN REGULAR VOYAGES

Ships engaged in regular voyages pay a **compensatory fee** for use of the reception facilities for specific quantities of waste, depending on how frequently they use the facilities.

The procedures to be followed by a ship for the reception facilities for ship-generated waste are described below:

1. The notification form (Annex I) is sent to the Ship-Generated Waste Office operate under the responsibility and care of the sub-concessionaire within the Facilities of PPA SA, through the ship's legal representative in accordance with the provisions of JMD 8111.1/41/09, as replaced by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force.
2. Payment of fees:
 - i) Ships will pay the corresponding fixed fees to the Port Reception Facilities Office
 - ii) the ship (or its legal representative) will submit to the Environment & Waste Reception Sector/ Property & Environmental Services Dpt the additional ship data required for its classification into a category in accordance with the provisions of the Fees and Tariffs of PPA SA, as well as the ship's scheduled services for the current month, so that the Port Reception Facilities Office may calculate the corresponding fee due.
 - iii) The ship's details as well as the data of the notification form are entered in the electronic database.
 - iv) Then, a relevant document is issued for the collection of the fixed fee due for solid waste.
 - v) The fee is paid at the PPA Central Cash Office or via electronic deposit/payment and then, with the collection receipt, a fee payment certificate (Annex II) is issued, with an attached fee calculation sheet stating the fee calculation method, the ship's category etc. The fee payment certificate is used as evidence that the ship has met its financial obligations.
 - vi) Alternative method of fee payment: The legal representatives of vessels may, instead of cash payment, submit a letter of guarantee in order to facilitate financial transactions. The interested party (shipowner, ship operator, shipping agent, or the vessel's legal representative) shall submit a letter of guarantee covering one or more vessels, which shall be clearly identified.

The letter of guarantee (Annex IV) shall cover the amount resulting from the calculation of the payable fee based on scheduled monthly arrivals, increased by ten percent (10%). The liable party shall pay the corresponding monetary amount of the fee at the end of each month, at which time final settlement is carried out. In the event that the corresponding amount is not paid within the aforementioned deadline, the procedure for forfeiture of the letter of guarantee shall be initiated. The validity period of the letter of guarantee shall be determined on a case-by-case basis.

3. If the ship intends to deliver waste, it (or its legal representative) sends a relevant request to the sub-concessionaire for the collection of waste, in order to plan the works. The request sent for waste collection will be accompanied by the fee payment certificate.
4. If the ship delivers waste, it will receive a receipt from the sub-concessionaire which will be numbered and bilingual, i.e. drafted in Greek as well as in English, and entered in the computer system. The proof of receipt will contain: the quantity and type of solid waste delivered, the start and end times of the operation, the number of the agreement between PPA SA and the sub-concessionaire, the licence number of the reception facility and the number of the customs licence, where required, and it will be signed by the master of the delivering ship and by the person in charge of the receiving means of the sub-concessionaire.
5. In addition to the fees, the sub-concessionaire issues an invoice to the ship in accordance with the approved Tariffs of PPA SA, which is paid directly by the serviced ship to the sub-concessionaire.

ARTICLE 13 - EXEMPTIONS - SPECIAL CASES

Ships carrying out scheduled itineraries with frequent and regular port calls may be exempted from the obligations for notification, fee payment and waste delivery. Exemption requests shall be considered in accordance with the procedure provided for in the applicable legislation and in the Ship-Generated Waste Collection and Management Plan.

Fishing and recreational craft authorised to carry up to 12 passengers are exempted from the obligation to notify and pay fees in accordance with the applicable Legislation.

Ship requests for exemptions, reduced charges and inclusion in the regular vessels category are submitted to the Environment & Waste Reception Sector/ Property & Environmental Services Dpt and forwarded for examination. If accepted by PPA, the exemption is effective as of the date of submission of the relevant request with the full documentation file attached.

Fees should be paid normally up to the date of the exemption decision. Then, a clearing will be carried out with a refund of 90% of the prepaid amount. The withholding of 10% of the prepaid amount will be allocated to the coverage of operating expenses. The refund of the prepaid amount will be made when the ship has not made use of the port reception facilities from the date of its exemption request, as the clearing concerns the fees and not the services rendered.

i. Exemption procedure:

A ship may be exempted from the obligations of:

- Sending a Notification Form
- Waste delivery
- Payment of fees

when it carries out scheduled itineraries with regular and frequent port calls and provided that there is evidence of its delivery of waste and payment of fees to another port on its route.

Ships carrying out scheduled itineraries with frequent and regular port calls are:

- All types of Passenger and RoPax ships carrying out scheduled voyages
- Ships operating mainly in and around the port (e.g. tugboats, refuelling vessels, motorboats).
- Cargo ships of up to 500 GRT, calling at least twice a month at the port of arrangement for the delivery of waste and the payment of fees
- Ships calling at least once a week at the **port of arrangement** for the delivery of waste and the payment of fees.

In addition to the above, cargo ships >2000 GRT and tankers requesting an exemption, must approach the Piraeus port area at least once every fifteen days.

Ships wishing to be exempted from their obligations as per the above must submit an application (Annex V) to Environment & Waste Reception Sector/ Property & Environmental Services Dpt. The following items shall be attached to the application:

A. Certificate of the managing body of the port of arrangement, as per the Template in Annex VIII, stating that:

- It has recognised Reception Facilities for Ship-Generated Waste
- It implements a Ship-Generated Waste Management Plan which is approved in accordance with the legislation in force and it has the Approval Decision of the Plan attached or the number of the Approval Decision of the Plan indicated.
- There is an arrangement in place which guarantees that the specific ship pays fees and delivers its waste to the port reception facilities
- Validity period of the arrangement or specific certificate

B Proof of delivery of waste to the port of arrangement

C Scheduled itinerary which will be certified by the competent port Authority or, where this is not possible, submission of relevant evidence

D Certificate from the competent Hellenic Coast Guard

E Completed Table of the following supporting documents

TABLE OF ATTACHED SUPPORTING DOCUMENTS

SUPPORTING DOCUMENTS	SUBMITTED	SUPPORTING DOCUMENT NO.
Certificate of the managing body of the port of arrangement, stating that:	<input type="checkbox"/>	
1. It implements a Recognised Ship-Generated Waste Management Plan	<input type="checkbox"/>	
2. The Plan has been approved by the relevant Region. (reference to the approval number)	<input type="checkbox"/>	
3. The Plan has been approved by the Ministry of Mercantile Marine / General Secretariat for Shipping (reference to the approval number)	<input type="checkbox"/>	
4. There is an arrangement in place which guarantees that the specific ship pays fees and delivers its waste to the port reception facilities	<input type="checkbox"/>	
5. Validity period of the arrangement or specific certificate	<input type="checkbox"/>	
Plan Approval Decision issued by the relevant Region (supporting document in addition to the certificate)	<input type="checkbox"/>	
Scheduled itineraries between ports: 1. certified by the competent port Authority	<input type="checkbox"/>	
Alternatively: Scheduled itineraries between ports: 1. 2. 3. 4. in accordance with the following evidence submitted:	<input type="checkbox"/>	
1.	<input type="checkbox"/>	
2	<input type="checkbox"/>	
3	<input type="checkbox"/>	
4	<input type="checkbox"/>	
Proof of delivery of liquid waste to the port of arrangement	<input type="checkbox"/>	
Proof of delivery of solid waste to the port of arrangement	<input type="checkbox"/>	

THE APPLICANT

(Signature-Stamp)

Notes:

The above Table shall be submitted completed by the applicant, together with the application for exemption and the attached supporting documents. The applicant must ensure that all supporting documents submitted are numbered in ascending order and the relevant numbering is entered in the corresponding field of the Table.

The application with the attached supporting documents will be examined first by the Environment & Waste Reception Sector/Property & Environmental Services Dpt. The final decision for the acceptance or rejection of the exemption request will be taken by PPA SA, while the positive opinion of the Department for Marine Environment Protection/Piraeus Central Port Authority is a prerequisite for the acceptance of the exemption request.

ii. Procedure for reduced fees

The fees may be reduced for ships which it is possible to prove that they produce reduced quantities of waste. Ships wishing to reduce their fees must submit a relevant application (Annex VI) to Environment & Waste Reception Sector/ Property & Environmental Services Dpt.

The following items shall be attached to the application:

- i. Certificate of the Local Team of the Mercantile Marine Ship Inspectorate of Piraeus Central Port Authority
- ii. Evidence of the production of reduced waste quantities of the ship

The application with the attached supporting documents will be examined by Environment & Waste Reception Sector/Property & Environmental Services Dpt and the final decision will be taken by the Management of PPA SA and in cooperation with the Environment & Waste Reception Sector. The decision to reduce the fees shall be effective as of the date of submission of the application to the competent PPA Department with the attached supporting documents. The payment of fees is mandatory up to the date of the decision, at which time the fee shall be set off.

ARTICLE 14 - COMPLAINTS FOR INADEQUATE PORT RECEPTION FACILITIES

If any unjustified delay is caused to a ship due to the waste management process in the port of Piraeus, the ship may file a complaint for the inadequacy of the facility, in accordance with the instructions of the International Maritime Organisation (IMO). The complaint will be recorded in a document in the form of Annex VII and will be notified to the Environment & Waste Reception Sector/ Property & Environmental Services Dpt for examination.

ARTICLE 15 - INCLUSION OF OTHER PORTS IN THE PPA SA PLAN

In the event that the application of the provisions of par. 3 of article 5 of JMD 3122.3-15-15/71164/2021 requires the inclusion of other ports in the Ship Waste Management Plan of PPA SA, the terms and conditions of inclusion will be studied and determined following the cooperation between PPA SA and the contractors:

- i. The procedure to be followed is: Sending the appendix accompanying the inclusion decision to the port to be included for completing the port's characteristics (statistics, port designation - size, types of ships serviced, etc.)
- ii. Sending the appendix accompanying the inclusion decision to the sub-concessionaire company for a technical and financial assessment study

- iii. Determination of the level of fees and tariffs by PPA SA, based on the data collected from paragraphs (i) & (ii) of this article, for application to the ships to be serviced in the port under inclusion
- iv. Sending the completed annex for inspection to the Ministry of Maritime Affairs and Insular Policy
- v. Updating the validity of inclusion, on an annual basis

ARTICLE 16 - PROCEDURE FOR THE COLLECTION & MANAGEMENT OF RECYCLABLE WASTE

Recycling should be combined with source separation of certain categories of waste. The term “Source Separation” describes the recycling process through which materials are separated before being mixed with the rest of the waste stream. Source separation can be considered a comprehensive alternative to final disposal and centralized recovery systems. In the case of ship-generated waste, the ship itself is responsible for applying the principles of source separation.

Waste that can be recycled includes:

- I. Paper, cardboard
- II. Glass
- III. Plastics
- IV. Metals such as iron, aluminum, etc.
- V. Wood

The procedure for the management of packaging and packaging waste shall be as follows:

1. MIXED STREAM OF RECYCLABLE MATERIALS

Collections of mixed recyclable materials may be carried out by refuse collection vehicles and/or, where appropriate, suitable containers (bins).

Upon completion of collection, a delivery receipt is issued, a copy of which is handed over to the serviced ship.

The collection of this type of waste shall be carried out either directly from the serviced ships or through storage means of various sizes, depending on the needs of the serviced ships. The contractor responsible for the collection and management of solid waste shall perform the initial identification of the mixed streams of recyclable materials and shall issue a collection receipt which, among other things, shall state the type and quantity of recyclable materials collected.

Disposal shall take place at a licensed Recycling Materials Sorting Center, where the mixed materials shall be further identified, separated by category, and further processed. If recyclable waste is delivered by ships mixed with other waste or contains foreign materials that alter its original classification, it cannot be accepted by the final recycling recipients on the basis of its primary classification and shall

therefore be directed to another suitable recipient according to categorization in accordance with the European Waste Catalogue.

Indicatively, it is also noted that: glass may be separated by color; aluminum cans may be delivered compressed (or not) or shredded; plastics may be separated by type or mixed (e.g. PP, PE and PS together), shredded or pelletized; ferrous containers may be single-metal or bimetallic.

The above materials shall be delivered uncompressed and must be fully clean, separated by type, and free from foreign substances (liquids, food residues, etc.).

2. SEPARATED STREAMS OF RECYCLABLE WASTE

1. Separation of Waste on Board the Ship (Source Separation)

The ship is responsible for delivering recyclable waste separated from other categories of waste and free from residues of other types of waste. In addition, it must comply with the principles of waste separation in accordance with the provisions of the International Convention MARPOL 73/78, the applicable waste legislation, and the recycling suitability criteria of the present document.

Recyclable waste that can be delivered separately includes:

- I. Paper, cardboard
- II. Glass
- III. Plastics
- IV. Metals such as iron, aluminum, etc.
- V. Wood

2. Collection and Final Management / Processing of Recyclable Waste

The sub-concessionaire collects and transports recyclable materials (mixed or separated) to a licensed Recycling Waste Sorting and Management Center, where they will undergo separation by category (where required), while a detailed inspection will also be carried out.

If potentially recyclable waste is found to meet the recycling suitability criteria, it shall be considered recyclable and shall be sent for further processing to an appropriately licensed final recipient. If it is found not to meet the recycling criteria, it shall be directed to appropriate processing and disposal, like other waste, in accordance with the provisions of the PPA Plan.

3. Recycling Suitability Criteria for Recyclable Materials

I. Paper

The paper stream includes dry cardboard boxes and cartons, newspapers, magazines, advertising material, office paper, folding boxes, formed boxes, and paper bags. Folding boxes also include aseptic paperboard packages composed of cardboard, polyethylene, and aluminum (commonly used for juice packaging). Particular attention should be paid to the fact that not all types of paper are suitable for recycling (e.g. laminated paper).

This fraction is suitable for recycling provided that it is whole and not shredded, not contaminated or wet, and not mixed with other materials (e.g. packaging films, etc.). During paper collection, contaminated, laminated, or waxed paper should not be recycled, nor paper napkins or toilet paper (contaminated and with sensitive fibers).

II. Glass

Glass recycling includes bottles and glass containers. Glass is subdivided into categories: clear (transparent), green, and brown. During collection, glass may also be collected as cullet.

The main rules that ships must apply regarding glass recycling are as follows:

1. Different colors must not be mixed (clear, green, brown, etc.).
2. Foreign objects must be removed beforehand (e.g. paper, labels, plastics, metal caps, ceramics, porcelain, window glass, bulletproof glass, etc.).

III. Ferrous Metals

This fraction includes iron and tin-plated cans, which are made of steel with a thin internal tin coating to prevent rusting and to protect the contents. The coating may also be chromium. It also includes bimetallic cans (e.g. beer and soft drink cans) made of steel with an aluminum lid. Finally, it includes tinplate (i.e. tin-coated steel, mainly used for canned food, fruit juices, etc.) as well as chromium-coated steel (TFS – Tin Free Steel).

IV. Aluminum

Aluminum recycling mainly concerns soft drink and beer cans, while other aluminum items that may be recycled include gutters, window frames, etc. During recycling, aluminum cans must be separated from ferrous and bimetallic ones.

The ship must ensure that aluminum packaging is clean of any residues and has very low moisture levels to enable recovery.

V. Plastics

Indicatively, the following plastic categories are mentioned:

PVC – Polyvinyl chloride

HDPE – High-density polyethylene

LDPE – Low-density polyethylene

PP – Polypropylene

PS – Polystyrene

PET – Polyethylene terephthalate

For plastics to be recyclable, they must be separated by type (a mixture of different plastic types cannot be recycled) and must not contain admixtures of other materials.

Waste intended for recycling shall be delivered uncompressed and must be fully clean, separated by type, and entirely free from foreign substances (liquids, food residues, etc.) at the time of delivery.

ARTICLE 17 - PROCEDURE FOR THE COLLECTION & MANAGEMENT OF ANIMAL BY-PRODUCT (ABP) WASTE IN THE PORT OF PIRAEUS

1. Scope - Responsibilities

The framework of obligations and the responsibilities of the parties involved, i.e. the ship, PPA SA and the company providing the ship-generated waste management services, are defined in the approved Waste Collection and Management Plan, as well as in the corresponding Environmental Facilities Regulation of PPA SA. Specifically regarding the collection and management of waste of the Animal By-Product (ABP) category, the proper management of kitchen residues received by ships approaching the port area of PPA SA lies with the managing body of the port and starts upon the receipt of the waste from the ship until its delivery to an approved plant.

2. ABP classification

In accordance with the PPA Ship Waste Plan and with the provisions of MARPOL 73/78, Animal By-Products are classified in Annex V waste (Solid Waste), Subcategory G. Animal carcasses/Animal by-products.

Depending on their type and origin, ABP are classified in three categories according to European Regulation 1069/2009 and PD 211/2006, namely categories 1, 2 and 3.

Furthermore, in accordance with European Regulation 1069/2009 as well as the 26 provisions of the Circular of the Ministry of Rural Development and Food, kitchen residues (catering waste) delivered by ships fall under the scope of the legislation on animal by-products (ABP).

Kitchen residues from ships on international voyages outside the European Union (such as cruise ships and merchant ships) are classified as **category 1 materials (International Catering Waste)**.

Kitchen residues from ships on EU voyages are classified as **category 3 materials (EU Catering Waste)**. If EU catering waste is mixed with international catering waste, then it is downgraded and the total mixture of materials is classified as category 1.

If category 3 materials (EU Catering Waste) are directed to approved sanitary landfills, then their management is outside the scope of the ABP legislation.

3. Procedure for the collection & management of Animal By-Product waste from ships

Fresh animal by-products are collected and transported in accordance with Regulation (EC) No 1069/2009.

The collection and transport of ABP requires a relevant licence for the collection and transport of non-hazardous waste, in accordance with the legislation in force.

The receipt of animal by-products from the operation of ships approaching the area of responsibility of PPA SA will be made by a private truck approved by the competent veterinary services.

Each ship approaching the port of Piraeus shall send a completed notification form with information on the waste generated during the voyage, which must also include details on the ship's voyage and the previous port.

Each ship is responsible for the separation of ABP waste from other catering waste and for its characterisation.

ABP waste falls under EWC code 20 01 08, which describes "biodegradable kitchen and canteen waste".

A special weighing pallet truck will be present at the time of receipt, which will be able to weigh the waste.

At the time of receipt, a relevant Dispatch Note and a Commercial Document are completed; these shall accompany the ABP throughout the entire procedure. The Commercial Document will include, among other things, the ship's details (name and IMO) and will be signed by the ship's representative.

4. Receipt packages

Ships will deliver ABP in sealed packages.

The Contractor has a sufficient number of collectors to cover the needs of all the ships served, which will be available to ships for the packaging of ABP.

- ABP will be collected in discrete means of collection, as follows: ABP from international voyages will be stored in a special black container clearly marked "Category 1 - disposal only".
- ABP from voyages within the EU will be stored in a separate covered green container which will be clearly marked "Category 3 material - not for human consumption".

5. Transportation - Waste collection vehicle

Waste from the ship will always be collected in the presence of the persons responsible for its receipt (contractor company) and delivery (ship), where it will be identified and the quantity will be counted.

Animal by-product containers should bear externally the corresponding marking in accordance with the category they belong to, as declared by the ship.

During their collection and transport, ABP will be accompanied by a relevant Dispatch Note and a Commercial Document, copies of which will be kept by the ship that generated them, the carrier (contractor), PPA SA and the final disposal facility.

After receipt and based on the category they belong to, as declared by the ship, ABP will be routed to an appropriately approved plant or handling area.

The receipt of ABP waste will be carried out using trucks owned by the contractor which have been approved by the competent veterinary services.

The trucks used for the transport and storage of ABP shall bear a special marking for the identification of their contents (ABP Category 1 and/or 3).

ABP waste must be shipped to the approved plant within 48 hours from the time of receipt. In case of short-term stay (<48 hours), only vehicles/refrigerators suitable for the transport of the specific ABP categories shall be used. The ABP shall be packaged in the aforementioned appropriate containers under cooling/freezing conditions until they are taken to the approved plant.

The vehicle to be used as a storage space vehicle shall fulfil the requirements of Regulation 142/2011, Annex IX, Chapter IV.

6. Recipient

ABP of category 1 (International Catering Waste) are sent to an appropriate recipient for the following handling works:

- incineration and co-incineration
- combustion for use as a fuel
- processing of category 1 material using method 1 (sterilisation under pressure)
- intermediate handling/storage plant of category 1
- approved sanitary landfill

ABP of category 1 cannot be routed to biogas production or composting plants.

ABP of category 3 (EU Catering Waste) are sent to an appropriate recipient for the following handling works:

- incineration and co-incineration
- combustion for use as a fuel
- treatment of category 1 or category 2
- intermediate handling/storage of category 1 or category 2
- biogas production (if the installation has a pasteurisation unit)
- composting
- specific purposes related to the feeding of animals: a) in zoos, b) for reptiles and birds of prey, c) in fur farms.

The contractor company cooperates with approved receipt and handling plants per ABP category and shall send to PPA valid cooperation agreements with said plants which shall be currently in force.

7. Completion of documents - Record-keeping

- The transport contractor shall draw up the Dispatch Note and the Commercial Document accompanying the ABP throughout the entire procedure (in accordance with the attached form).

Upon delivery, the ship's details (name and IMO) shall be filled in the Commercial Document. The Commercial Document is signed by the ship's representative, PPA SA, the contractor-carrier and the ABP reception plant. A fully completed-signed Commercial Document shall be kept in the PPA archive. The original commercial document accompanies the shipment until its final destination.

- Before each shipment, PPA SA completes the Shipment Register, in printed or electronic form, according to article 11 of MD 612/118658/2020.
- PPA SA shall electronically record a) the quantities it receives and b) the shipments to be managed, in the ABP information system of the Ministry of Rural Development and Food.
-

ARTICLE 18 - PROCEDURE FOR THE COLLECTION & MANAGEMENT OF SPECIAL WASTE (WASTE BATTERIES AND ACCUMULATORS, WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT (WEEE), USED TIRES) IN THE PORT OF PIRAEUS

The procedure for the management of special waste streams from ships is as follows:

The ship informs the sub-concessionaire separately of the quantity and type, by category, of the special waste streams to be delivered. Each category of special waste stream must be collected separately from other solid waste and shall be directed to the corresponding collection center for batteries and accumulators, WEEE (Waste Electrical and Electronic Equipment), and used tires, with the final recipient being a final disposal and processing facility in Greece or abroad.

In addition, the sub-concessionaire issues to the ship a certificate of receipt and/or an identification form, where required, depending on the waste category.

The management of the collected special waste streams is carried out in accordance with the provisions of the relevant permits issued by the Ministry of Environment and Energy (YPEN).

ARTICLE 19 - PROCEDURE FOR THE COLLECTION & MANAGEMENT OF MEDICAL WASTE IN THE PORT OF PIRAEUS

The collection, transport and management of Medical Waste will be carried out in accordance with the provisions of Ministerial Decision 146163/2012.

The receipt of Medical Waste that comes from the operation of the medical clinics of the ships that approach the area of responsibility of PPA will be done with a specially licensed private truck of the sub-concessionaire for the collection and transport of Medical Waste.

Medical Waste will be collected from the ships' temporary storage area. Hazardous Medical Waste will be collected in the presence of the competent officer of the ship, and the quantity will be counted. Upon its delivery, the waste must be packed in special UN packaging, suitable for collection, in accordance with ADR.

During collection and transport, the sanitary waste will be accompanied by an Identification Form, copies of which will be kept by the ship that generated the waste, the carrier, as well as the facility receiving the medical waste.

After receipt, the medical waste will be taken directly to appropriate licensed sites for temporary storage or final disposal.

ARTICLE 20 - PROCEDURE FOR THE COLLECTION & MANAGEMENT OF WASTE COOKING OILS

The receipt of Cooking Oils from the operation of the catering areas of the ships that approach the area of responsibility of the PPA will be carried out with an appropriate vehicle for their transport.

Cooking oils will be received in special packaging, depending on the quantity to be delivered (e.g. primary packaging containing oils; barrels; pallet containers). After receipt and during transport, they will be accompanied by the necessary accompanying documents (e.g. delivery note).

Cooking oils, once received, will be taken to licensed plants for processing.

ARTICLE 21 – PROCEDURE FOR THE COLLECTION & MANAGEMENT OF RESIDUES FROM EXHAUST GAS CLEANING (ANNEX VI)

The contractor company for the reception of ship-generated solid waste receives the solid residues from the operation of exhaust gas cleaning systems (EGC - Residues) in accordance with the national and EU legislation. More specifically the company will hold a Hazardous Waste Collection and Transport License and will be registered in the Electronic Waste Register of the Ministry of Environment and Energy.

The procedure for the management of solid residues resulting from the cleaning of exhaust gases from ships will be as follows:

The ship informs the contractor company receiving the solid waste of the quantity of waste to be delivered. The company receives the waste, packed in a suitable container as appropriate (UN barrels, big bags, etc.) by suitable land-based or floating means. The said waste is sent for further management to an appropriately licensed waste treatment facility with which the company is contracted, for its legal disposal. Upon completion of the receipt, the contractor issues to the ship a "Notice of Receipt of Liquid Waste" in accordance with the model of MEPC.1/Circ. 834/Rev.1/01-03-2018 of IMO as well as an Identification Form.

ARTICLE 22 – WASTE RECEIVED FROM SHIPS IN EMERGENCY SITUATIONS (e.g. DECONTAMINATION, SALVAGE)

The collection, transport, management/final disposal of the wastes received from ships in emergency situations (e.g. decontamination, salvage) are carried out in accordance with the provisions of this Plan depending on the classification of the waste in each case. The collection and transport of such waste will be carried out by the contractor using appropriate means (Big Bags, UN barrels). The contractor shall hold all the necessary valid permits for the collection and transport of such waste. After identification of the waste, depending on its classification, it is taken to the respective licensed facilities for proper environmental management

ARTICLE 23 PROCEDURE FOR THE COLLECTION & MANAGEMENT OF OPERATIONAL WASTE

The collection of operational solid waste is carried out in container bins or other suitable portable collection means (e.g. big bags, UN-approved drums). Solid waste is collected directly into the container bins using the mechanical equipment of the serviced ship.

An adequate number of collection means is provided each time, depending on the type of waste, following a request from the ship to the sub-concessionaire, for a specific period of time for the collection of solid waste until its collection. In the above-mentioned collection means, the various categories of operational waste are collected with appropriate separation, including waste generated during ship repair/maintenance activities.

In cases where waste generated from ship repair and maintenance works is collected in container bins, the collection means shall be placed on the quay near the ship. In cases where waste is collected in drums, big bags, etc., these portable collection means shall be placed on board the ship and shall remain there until completion of collection and their immediate removal.

It is the responsibility of the ship's master to inform the sub-concessionaire of the removal of the container once it has been filled. In any case, the presence of overfilled containers on the quays is not permitted. The sub-concessionaire monitors the filling level of the containers and informs the ship's master accordingly in order to avoid overfilling.

In the case of collection of waste generated from cleaning and treatment of internal and external ship surfaces, such as during hydroblasting, sandblasting/grit blasting, as well as from hull-cleaning operations, such waste must be collected in appropriate means and directed for final disposal to lawful recipients, provided that its hazardousness has been determined.

Before the dry-docking of ships, waste generated from the execution of works as well as waste resulting from tank cleaning shall be collected, accumulated, and packaged in suitable portable collection means: big bags, UN-type drums, and container bins where feasible. Subsequently, sampling and chemical analysis of the sample shall be carried out to determine the hazardousness of the waste, and depending on its classification, it shall be collected by the sub-concessionaire using appropriate transport vehicles and disposed of for final management at suitably licensed facilities.

Any type of waste generated from maintenance and/or repair works of ships located at shipbuilding and repair facilities within the port area under the jurisdiction of PPA S.A. (including private shipyards) and using the shipbuilding and repair zones of PPA S.A., may, temporarily and until its removal, be accumulated on the quay by the ship, under the responsibility of the ship's legal representative or the shipowner, exclusively in CONTAINER bins, depending on the type of waste. These containers shall be supplied for lease by the contractor company at the expense of the serviced ship, always in accordance with the requirements of the PPA S.A. Ship Waste Reception and Management Plan.

The procedure for the collection and management of operational waste in areas within the port zone of PPA S.A., including private shipyards under concession agreements with PPA S.A., is summarized as follows:

1. Application for provision of collection means and waste collection

The ship's master or the ship's legal representative is obliged to submit a completed and stamped waste delivery application to the sub-concessionaire, in order for an appropriate collection means (containers, bins, or other approved means) to be provided, depending on the type and quantity of waste.

2. Placement and management of collection means

The collection means shall be placed at a suitable location on the quay, within the private shipyard, or on board the ship, as applicable and in coordination with the ship's master or the ship's representative. Container bins shall remain properly covered until they are filled, in order to prevent overfilling, leakage, or

dispersion of waste.

3. Supervision of collection

The sub-concessionaire monitors the filling of the container bins located on the quay or within the land area of private shipyards and, where required, provides timely notification to the ship's master in order to prevent overfilling and ensure the proper and safe operation of the waste collection system.

4. Completion of collection – Notification for waste collection

Under the responsibility of the ship's master or the ship's designated officer, the contractor company shall be immediately informed for the removal of the container of non-hazardous waste once it is filled. As regards hazardous waste, collection and removal from the site shall be carried out immediately and without delay by the contractor company, following written notification of completion of collection by the ship's responsible officer.

The presence of overfilled containers on quays or within private shipyard areas is not permitted. The accumulation and storage of waste in bulk outside collection means is not permitted; waste must be placed inside the provided collection means under the responsibility of the ship.

Waste management documentation

Depending on the classification of the collected waste, the sub-concessionaire provides the ship with the relevant waste collection and management documentation, as applicable: collection receipts, waste identification forms, and documentation evidencing the final disposal of the collected waste.

ARTICLE 24 PROCEDURE FOR THE COLLECTION & MANAGEMENT OF HAZARDOUS WASTE

It is noted that hazardous solid waste (ANNEX V-Category F- Operational waste) is potentially generated by all categories of ships served throughout the port area (passenger port - cruise ship service port - ship repair areas - commercial port - RO-RO service port).

The procedure for the collection and management of hazardous waste is as follows:

1. The ship sends a relevant request to the solid waste management contractor regarding the delivery of hazardous waste
2. Upon completion of the delivery, a hazardous waste receipt certificate is issued and delivered to the ship, also indicating the EWC number of the waste.
3. The identification form provided for in Decision АНП 13588/725/2006 is also issued, bearing the ship's stamp and the signature of the contractor company, which the contractor submits to the vessel and to PPA S.A.

For hazardous waste, prior to its receipt from the ships, a chemical analysis of the waste shall be submitted, where required, and upon the receipt the following shall be delivered to PPA S.A. and to the ship:

- I. Notice of receipt
- II. Waste identification forms
- III. Evidence of final disposal of the waste received

The process of collection and management of hazardous waste is monitored through the collection and management certificates/receipts provided for by legislation. Ships are obliged to deliver hazardous waste separately and to inform the collection and management company in a timely manner of its type, category, and quantity.

ARTICLE 25 – PROCEDURE FOR SETTLEMENT AND ISSUANCE OF A CERTIFICATE FOR THE DELIVERY OF WASTE AND PAYMENT OF FEES TO PPA SA

In order to issue a certificate of use of PPA SA's port facilities for the receipt and management of ship-generated waste, i.e. a certificate by PPA SA for the delivery of waste and the payment of fees from the ship to PPA SA, the following procedure shall apply:

A) The ship submits a request to PPA SA which includes at least the following information:

- Ship's name & details
- Waste category of the request (ANNEX I: Liquid waste petroleum products and/or ANNEX V: Garbage)
- Scheduled itinerary (approval or proof of scheduling)
- Feasibility of request (e.g. exemption from another port in the route)
- Name of port(s) from which an exemption is requested
- Desired duration of the certificate
- Scheduled itineraries of the ship (attached to the request)

B) The request and the supporting documents are examined by the competent body of PPA SA and, if they are accepted, a relevant agreement is signed between PPA SA and the Agent/Shipowner/Charterer), which guarantees the delivery of ship-generated waste and the payment of the corresponding fees to PPA SA's port facilities for the receipt and management of ship-generated waste for a specific period of validity of the arrangement.

C) Issuance by PPA SA of a relevant certificate regarding the existence of an active arrangement for the delivery of waste and the payment of fees.

D) Control and monitoring of the implementation of said arrangement, during its validity period, by PPA SA and relevant notification of the port(s) issuing the exemption, in case of non-compliance with the provisions of the arrangement at the fault of the ship.

ARTICLE 26 - PRICING POLICY REVISION

The revision of the pricing policy applied by PPA SA regarding the amount and structure of the fees and tariffs will be carried out periodically and based on the procedures provided for in the Ship-Generated Waste Reception and Management Plan as in force from time to time.

CHAPTER E - ANNEXES

ANNEX I - NOTIFICATION FORM

Company details
(In the context of PPA SA Contract No.

Notification form for the use of reception facilities for ship-generated waste

Before entering the port of Piraeus
(indicating the port of destination and notified in accordance with article 6 of JMD 8111.1/41/09)

This document must be sent at least 24 hours before arrival

Name of Vessel			International Maritime Organization (IMO) Number	
Radio call code		Total tonnage (GRT)	Flag State	
Piraeus Estimated Time of Arrival (ETA)		Piraeus Estimated Time of Departure (ETD)	Type of ship	
Previous port of call/ country			Next port of call/ country	
Last waste delivery port			Date of last delivery	

You deliver:

The total

Part

No quantity

of your waste to the port reception facilities.

Type and quantity of waste and residues to be delivered or retained on board, and percentage of maximum storage capacity:

*If you deliver all the waste, fill in the second column as appropriate.
If you deliver part or no quantity of waste, fill in all columns.*

<u>TYPE</u>	<u>WASTE TO BE delivered (m³)</u>	<u>MAXIMUM WASTE STORAGE CAPACITY (m³)</u>	<u>QUANTITY OF WASTE REMAINING ON BOARD (m³)</u>	<u>PORT WHERE THE REMAINING WASTE WILL BE DELIVERED</u>	<u>ESTIMATED QUANTITY OF WASTE TO BE GENERATED BETWEEN THE TIME OF NOTIFICATION AND THE ARRIVAL TO THE NEXT PORT (m³)</u>
Waste Oils					
Diesel residues (sludge)					
Bilge Water					
Other (to be specified)					
Garbage					
Food					
Plastics					
Other					
Sewage ^{<1>}					
Cargo-related waste ⁽²⁾					
Cargo residues ⁽²⁾ (to be specified)					

(1) : Sewage may be discharged into the sea in accordance with Regulation 11 of Annex IV to MARPOL 73/78 and Article 7 of Presidential Decree 400/96, as in force. If a permitted disposal at sea is intended, completion of the corresponding boxes is not necessary

(2) Estimates

Notes:

1. The above information may be used for Port Authority Controls and other inspection purposes
2. Article 6 of this JMD sets out the bodies to which this document is notified.
3. This document must be completed unless the ship is covered by an exemption in accordance with article 9 of JMD 8111.1/41/09, as replaced by JMD 3122.3-15/71164/21 (GG 4790/B/18-10-21) and currently in force

I certify that

- The above details are accurate and correct
- There is sufficient on-board storage capacity for all waste that will be generated between the time of notification and the arrival to the next port where it will be delivered.

Date

Time.....

Signature

ANNEX II - CERTIFICATE OF FEE PAYMENT FOR NON-REGULAR VESSELS

Company details
In the context of PPA SA Contract No.

**CERTIFICATE OF FEE PAYMENT FOR SOLID WASTE
(NON REGULAR VESSELS)**

Vessels name

Vessels IMO number

Vessels registry

Vessels GRT

ANNEXII Id number

Protocol number



Arrival data

Document number

Initial calculation protocol number

Payed by

Date of payment

Amount

Certified by

.....

Calculation details

Ship's details:

GRT category: PARAMETER DATA FOR THE CALCULATION OF SOLIDS

Value coefficient:

GRT scale group: LIQUIDS & SOLIDS SCALE (CARGO CARRIERS, TANKERS, UNDER REPAIR)

GRT scale detail:

Coefficient:

Value of fee level:

ANNEX III - CERTIFICATE OF FEE PAYMENT FOR REGULAR VESSELS

Company details
In the context of PPA SA Contract No.

**CERTIFICATE OF FEE PAYMENT FOR SOLID WASTE
(REGULAR VESSELS)**

Vessels name

IMO number

Vessel's registry

Month

Year

Protocol number



Date of payment

Document number

Payed by

Amount

Certified by

.....

Calculation details:

Category:

Type:

Port of Arrangement on the itinerary -Frequency of arrivals.....

.....

Contact details of Port of Arrangement.....

.....

We unreservedly declare that all the above information is true.

Please consider our request for the exemption of the aforementioned ship from the:

- 1) Payment of fees in accordance with the Fees and Tariffs system for the Waste Reception Facilities of PPA
- 2) Obligation to Notify PPA
- 3) Delivery of waste to the port reception facilities of PPA

THE APPLICANT
(Signature-Stamp)

Attachments:

A) Certificate of the managing body of the port of arrangement, as per Template VIII of the Regulation, stating that:

- It has recognised Reception Facilities for Ship-Generated Waste
- It implements a Ship-Generated Waste Management Plan which is approved in accordance with JMD 8111.1/41/09, as amended by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, and it has the Approval Decision of the Plan attached or the number of the Approval Decision of the Plan indicated.
- There is an arrangement in place which guarantees that the specific ship pays fees and delivers its waste to the port reception facilities
- Validity period of the arrangement or specific certificate
-

B) Proof of delivery of waste to the port of arrangement

C) Scheduled itinerary which will be certified by the competent port Authority or, where this is not possible, submission of relevant evidence

D) Completed Table of supporting documents (article 13(i) (E))

ANNEX V - FEE REDUCTION APPLICATION

To: PPA S.A.

Property and Environmental Services Dpt
Environment & Waste Reception Sector
10 Akti Miaouli St.
Tel.: 210 4550227
e-mail: PPA-geap@PPA.gr

Date.....

FEE REDUCTION APPLICATION

Ship's details: NAME OF SHIP.....
IMO
FLAG
GRT.....
SHIP REGISTRY
TYPE OF SHIP

Particulars of Legal

Representative.....
.....
.....

Scheduled

Itinerary.....
.....
.....

Frequency of arrivals at the port of Piraeus.....
.....
.....

We unreservedly declare that all the above information is true.
Please consider our request for a reduction of the fees paid by the aforementioned ship in accordance with the Fees and Tariffs system for the Waste Reception Facilities of PPA.

THE APPLICANT
(Signature- Stamp)

Attachments:

- 1) Certificate issued by the Local Team of the Mercantile Marine Ship Inspectorate of Piraeus Central Port Authority stating that the ship produces reduced quantities of waste.
- 2) Relevant evidence of production of reduced quantities of waste.

**ANNEX VI - DOCUMENT OF COMPLAINT FOR INADEQUATE PORT RECEPTION
FACILITIES FOR SHIP-GENERATED WASTE**

DOCUMENT OF COMPLAINT FOR INADEQUATE PORT RECEPTION FACILITIES FOR SHIP-GENERATED WASTE

The Master of any ship that has encountered difficulties in delivering waste to the reception facilities for ship-generated waste must forward the following information, together with any additional documents, to the competent Authority of the Flag State, if possible to the competent Authorities of the Port State. The Flag State must inform the IMO and the Port State of the incident. The Port State must investigate the complaint and respond appropriately by informing the IMO and reporting to the Flag State on the results of the investigation.

1 SHIP'S DETAILS

- 1.1 Name of Vessel: _____
- 1.2 Ship Owner or Operator: _____
- 1.3 Call Signs: _____
- 1.4 IMO Number: _____
- 1.5 Gross tonnage: _____
- 1.6 Port of Registration: _____
- 1.7 Flag State: _____
- 1.8 Ship type:
 - Tanker Chemical tanker
 - Bulk cargo carrier Other cargo type carrier
 - Passenger ship Other (specify) _____

2 PORT DETAILS

- 2.1 Country: _____
- 2.2 Name of port area: _____
- 2.3 Location/ Name of port: _____
(e.g. pier/station/dock)
- 2.4 Name of the waste reception facilities management company (if applicable): _____
- 2.5 Type of port:
 - Port of unloading Port of loading Shipyard Other (Please specify)
- 2.6 Date of arrival: __/__/_____/__(dd/mm/yyyy)
- 2.7 Date of incident: __/__/_____/__(dd/mm/yyyy)
- 2.8 Date of departure: __/__/_____/__(dd/mm/yyyy)

3 INADEQUATE RECEPTION FACILITIES

3.1 Type and quantity of waste for which the port reception facilities were inadequate and type of problems encountered

Waste Category	Quantity to be delivered (m ³)	Quantity that was not accepted (m ³)	Problems encountered Indicate the problems encountered using one of the following letter codes, as appropriate: A No receipt facility available B Unjustified delay C Use of facilities was not possible for technical reasons D Inaccessible location E The ship had to approach the pier with delay/cost F Excessive charge for use of facilities G Other (please specify in section 3.2)
MARPOL Annex I-related Waste oils category			
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 Noxious Liquid Substances ¹ Residues/mixtures with water for disposal to the port reception facilities from the washing tank			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV-related Sewage			
MARPOL Annex V-related Waste category			
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			

¹ The appropriate name of liquid Chemicals (NLS) and whether the substance qualifies as “stabilised” or “high viscosity” are indicated in paragraph 3.2.

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

3.2 Additional information on the problems identified in the above table.

3.3 Have you discussed these problems or mentioned them to the port reception facilities?

Yes No

If yes, with whom (please specify)

If yes, what was the response of the port reception facilities to your case?

3.4 Have you previously informed (as per the port's requirements) about the ship's requirements for waste reception facilities?

Yes No N/A

If yes, did you receive confirmation of the availability of the reception facilities upon arrival?

Yes No

4 ADDITIONAL COMMENTS/ REMARKS

Signature of Master

Date: _____ / _ / ____ (dd/mm/yyyy)

ANNEX VII - LETTER TEMPLATE OF THE PORT OF ARRANGEMENT FOR SHIP EXEMPTIONS

(Details of port authority)

CERTIFICATE

1. It is hereby certified that², in application of JMD 8111.1/41/09 (GG 412/B'/06-03-2009), as replaced by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, has in place an approved plan for³the reception and management of ship-generated waste, which it applies in accordance with the requirements of approval decision ref. No.....⁴ of⁵ and the applicable provisions governing the execution of these works.

2. The ship.....⁶ carries out scheduled itineraries with frequent and regular port calls at the portwhich is under our responsibility, in accordance with the requirements of article 9 of JMD 81111/41/09 (GG 412/B'/06-03-2009) as replaced by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force, and delivers⁷, paying the prescribed fees.

3. This document is valid for a period from to and is issued at the request of⁸ in order to be submitted to⁹ for the exemption of the above ship in application of Article 9 of JMD 3122.3- 8111.1/41/09 (GG 412/B/06-03-2009), as replaced by JMD 3122.3-15/71164/2021 (GG 4790/B/18-10-2021) and currently in force.

.....¹⁰

² Name of port authority

³ Name of port of arrangement

⁴ Approval Decision Reference Number

⁵ Entity that issued the approval decision (Secretary-General of the Region or Minister for the Economy, Competitiveness and Shipping)

⁶ Details of Ship (Name, Flag, IMO number, MMSI Number, Call Sign)

⁷ Type of waste delivered

⁸ Applicant Details

⁹ Management body of the port from which it wishes to be exempted

¹⁰ Signature and details of legal representative of port authority