

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

# NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger

## Table of contents

<b>1</b>	<b>Introduction .....</b>	<b>2</b>
1.1	Responsibilities .....	3
1.2	Proxy .....	3
<b>2</b>	<b>Regulations.....</b>	<b>4</b>
<b>3</b>	<b>Organization .....</b>	<b>6</b>
<b>4</b>	<b>Waste fractions and their handling.....</b>	<b>6</b>
4.1	Waste fractions .....	6
4.2	Waste types – overview – examples .....	7
<b>5</b>	<b>Overview port facilities and location waste skipper .....</b>	<b>10</b>
5.1	Overview map port facility Tananger.....	10
5.2	Overview of deployed waste stations Tananger.....	10
5.3	Location, type of waste, type of containers and capacity at waste stations in Tananger .....	11
5.4	Overview map port facility Dusavik .....	12
5.5	Overview map deployed waste stations Dusavik .....	13
5.6	Location, type of waste, type of containers and capacity at waste stations in Dusavik .....	13
<b>6</b>	<b>Waste fees .....</b>	<b>15</b>
6.1	Waste fees .....	15
6.1.1	Fixed fee .....	15
6.1.2	Delivery of waste not included in the fixed price:.....	15
6.1.3	Waiver of waste fee against application .....	16
6.2	Organisation reception – needs assessment – location and capacity of skipper .....	16
6.3	Historical overview – waste received from the port facility .....	16
<b>7</b>	<b>Waste reception scheme.....</b>	<b>17</b>
<b>8</b>	<b>Dissemination of information about port calls.....</b>	<b>17</b>
<b>9</b>	<b>Nonconformities/complaints.....</b>	<b>18</b>
<b>10</b>	<b>Coordination of HSE in the port facility.....</b>	<b>18</b>
<b>11</b>	<b>Attachment .....</b>	<b>18</b>
<b>12</b>	<b>Appendix 1 - Notification of nonconformities or improvements related to the waste reception scheme .....</b>	<b>19</b>
<b>13</b>	<b>Appendix 2 - Application for exemption from waste fees:.....</b>	<b>20</b>
<b>14</b>	<b>Appendix 3 - Standard notification form for waste delivery to port reception facilities.....</b>	<b>21</b>



Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 1 Introduction

**NorSea Logistics AS** operates with supply base and port operations, integrated logistics operations, development of property and infrastructure, project logistics and marine and logistics operations. (We are registered under industry code 52.223 Supply bases in the National Brønnøysund Register Centre)

This waste plan applies to the two facilities:

**Dusavik** (873 157 852 NORSEA LOGISTICS AS DEPT NORSEA LOGISTICS DUSAVIK)  
**Tananger** (975 018 385 NORSEA LOGISTICS AS DEPT TANANGER).

Both ports are industrial ports and within the ISPS area, where the main activities are loading and unloading of vessels with terminal vehicles (Ro-Ro) or cranes. For the most part, the activity is offshore-related.

The port facilities and bases are wholly owned by NorSea Logistics AS, and are operated with joint management, administration and logistics and operations center.

<b>Revenue MNOK: (2021)</b>	627
<b>Result MNOK: (2021)</b>	17,7
<b>Employees: (Nov 2022)</b>	163
<b>Ownership:</b>	NorSea Group - 100% ownership
<b>Customer contact:</b> <b>Port facilities Tananger</b>	<b>Logistics and Operations Centre / Customer Centre</b> Tel: +47 400 06 555, Email: <a href="mailto:Bestilling.tananger@norseagroup.com">Bestilling.tananger@norseagroup.com</a> <b>Visiting address:</b> Risavika Havnering 8, 4056 Tananger ** <b>Contact person:</b> Site Manager - Pål Hansen, Tel: +47 905 03 623 – Email <a href="mailto:pal.hansen@norseagroup.com">pal.hansen@norseagroup.com</a>
<b>Customer contact:</b> <b>Port facilities Dusavik</b>	<b>Logistics and Operations Centre / Customer Centre</b> Tel: +47 400 06 555, Email: <a href="mailto:bestilling.dusavik@norseagroup.com">bestilling.dusavik@norseagroup.com</a> <b>Visiting address:</b> Notberget 25, 4029 Stavanger ** <b>Contact person:</b> Site Manager – Kevin Brendesæter-Janz, Tel: +47 94881215 – <a href="mailto:Emailk.brendesaeter-janz@norseagroup.com">Emailk.brendesaeter-janz@norseagroup.com</a>

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## A little about the locations:

Base	<u>Tananger</u>	<u>Dusavik</u>
Disposable area	425 goals	275 goals
Buildings	50,000 m <sup>2</sup>	33,000 m <sup>2</sup>
Number of boat calls (2021)	557	1574
GNR/BNR (main)	<b>5/96</b> <b>Other:</b> 5/257, 5/564, 5/545, 6/45, 6/40, 6/364, 5/182, 5/186, 5/565, 5/550, 5/559, 5/12	<b>31/143, 31/281 , 31/282</b> <b>Other:</b> 31/269, 31/143, 31/147, 48/891, 48/1052

Normal working hours for both port facilities are 08:00 – 16:00 Monday – Friday, but there is 24/7 service at both locations.

Information posters will be hung in the area where the collection is organized so that it will be possible to include a contact person in case of need.

### 1.1 Responsibilities

The Site Manager at the respective port facility (Dusavik/Tananger) has overall responsibility for this waste plan.

Site Manager can delegate responsibility for follow-up and execution to others in the organization or designated waste coordinator. In such cases, this must be clarified internally and the current job description for the person who is delegated responsibility must be updated with liability obligations.

When changes occur at the waste stations, this must be reported to waste operator MWM, who will assist with updates the overview of waste stations at the relevant base. In the event of changes, this waste plan also to be updated.

Everyone employed by NorSea Logistics or persons performing work on behalf of NorSea Logistics has an independent responsibility to familiarise themselves with and follow the instructions that apply to the base. This also includes the content of this waste plan.

### 1.2 Proxy

Customer service centres, wastecoordinates, selected line managers, supervisors and MWM are authorised to order emptying/collection of industrial waste and hazardous waste.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

Electronic declaration must be pre-filled prior hazardous waste is collected/delivered. Maritime Waste Management (MWM) has been authorised to complete such an electronic declaration in [www.avfallsdeklarering.no](http://www.avfallsdeklarering.no) on behalf of Norsesea Logistics AS.

## 2 Regulations

### MARPOL

MARPOL and EU Directive MARPOL 73/78 is an international convention on the prevention of pollution from vessels that stipulates which forms of waste are prohibited from discharge into the marine environment, and therefore requires that there are adequate reception facilities in ports.

### Pollution Regulations - Chapter 20

Chapter 20 of the Regulations relating to the Limitation of Pollution (the [Pollution Regulations](#)) regulates the delivery and receipt of waste and cargo residues from vessels.

Chapter 20 of the Pollution Regulations is intended to ensure that vessels deliver waste to onshore reception schemes, including through the obligation to report the delivery of waste in advance of port calls and by requiring ports to establish a system where waste fees (for a defined and volume and type of waste) are payable to Port Facility regardless of whether waste is delivered or not.

The purpose of this waste plan is primarily to protect the external environment by ensuring that a waste reception system has been established at the port facility, that functions satisfactorily in relation to the vessels' need to deliver various type of waste.

This waste plan shall describe routines for and ensure that adapted reception schemes have been established for all vessels calling at the port facilities.

This waste plan shall also ensure compliance with applicable regulatory requirements for waste management at the port facility and contribute to continuous improvement of waste management by facilitating users to report nonconformities or improvements.

All vessel, tenants, and external users of the base area, hereby also including the port facility's quays are obliged to follow NorSea Logistics AS's applicable HSE and Security rules and procedures for the area.

External parties are therefore not included in the preparation of this waste plan. Internally, the preparation of the plan has followed normal procedures for the consultation process, including employee involvement so that they are familiar with the contents of this waste plan.

NorSea Logistics is responsible for following up and updating this waste plan. The waste plan applies to all vessel port calls in **Dusavik** and **Tananger** and includes both Norwegian and foreign vessels.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

The waste plan is entered into our Quality Management System – "**Kompasset**" so that there will be a responsible person (process owner) for follow-up and updating of all/any changes in the waste plan continuously.

All changes to governing documents made in the Compass are communicated every month by preparing a "Change log" that specifies what changes have been made to the governing documents.

Once approved, the waste plan will be translated into English and a link to both language versions will be posted on NorSea Logistics' website. (<https://norseagroup.com/no/bases/norsea-stavanger>).

This link on the NorSea Logistics website will also be included in the welcome message that is sent automatically to vessels when they arrive at the respective port facilities.

Should doubt arise about the understanding of the English and Norwegian versions of the waste plan, it will be the Norwegian version that applies.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

### 3 Organization

This waste plan has been prepared in cooperation with our waste supplier Maritime Waste Management AS (MWM). MWM will ensure that all waste received is handled and sent to approved suppliers as part of the downstream solution for the various fractions.

MWM has the opportunity – authorization to sign declaration forms on behalf of the port owner for hazardous waste on [www.avfallsdeklarering.no](http://www.avfallsdeklarering.no)

As part of the implementation, the waste plan will be made known to employees who will be in direct contact with the vessels so that they are familiar with current routines for source separation and thus can assist vessels if there is a need for assistance.

NorSea Logistics reports monthly on ESG (Environmental, Social og Governance), and here waste is included as one of the environmental reporting criteria.

During 2023, NorSea Logistics will map the extent to which waste received from vessels will also be included in the company ESG reporting.

### 4 Waste fractions and their handling

#### 4.1 Waste fractions

Below are listed the most common waste fractions and hazardous waste as well as receiving and treatment facilities used.

##### Overview ofwallowing fractions:

Fraction No.	Fraction description	Reception facilities	Treatment facilities
9101, 9101	General/food infested waste, inorganic waste	Westco Environment	Renova
9100	Food waste	Westco Environment	IVAR
9201	Cardboard	Westco Environment	Geminor
9202	Paper	Westco Environment	Geminor
9300	Plastic	Westco Environment	Green dot Norway
9400	Wood	Westco Environment	Solør Bio Energy
9500	Steel and metal	Stena Recycling	Fundia, Celsa
9600	Glass and metal wrapping	Westco Environment	Cycle
9700	EEE waste	Westco Environment	Renas and Stena Recycling

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## Overview "Hazardous waste":




Hazardous waste / Hazardous waste type	Treatment facilities - recovery location/ Treatment - recovery site
Crude Oil/Waste oils, Fuels	Norwegian Special Oil
Oil contaminated waste / Oil contaminated waste	Renor, Fortum
Oil filters, oil filters without metal	Renor
Oil Emulsions	Franzefoss, Norwegian Special Oil
Organic solvents, paints, adhesives and aerosols /	Renor
Mercury waste, hardeners, organic peroxides	Renor
Battery	Battery return, NORSIRK
Fluorescent tubes	Renas
Acidic, bases, cleaning agents and organic waste	Renor, NOAH
PCB/PCP	Renor
Inorganic solutions, reactive waste	Renor
Drill slop	SAR treatment/ATM BV
Drill cuttings	SAR treatment/Franzefoss

The receiving facility for hazardous waste received at Dusavik base is Henriksen Oljetransport AS. For more on the products or details, this can be answered by MWM.







## 4.2 Waste types – overview – examples

### Waste types


NorSea Logistics will sort the waste into the following waste types:

Waste type/code	Example	Downstream
 <b>9100 Food waste</b>	Food waste – waste from the preparation of food and leftovers from meals. Clean food scraps, coffee grounds, tea bags, leftover fruits and vegetables. <b>NB: Special rules apply to category 1 food waste from ships arriving from foreign ports. <u>This should not be mixed with other waste.</u></b>	Combustion - Energy
 <b>9202 Paper (9200 mixed cardboard and paper)</b>	Office paper, magazines, newspapers, cardboard boxes (folded flat) etc. (plastic outer bag must be removed).  Any paper to be shredded for security reasons must be agreed separately in advance.	Material recycling
 <b>9201 Cardboard (9200 mixed cardboard and paper)</b>	Packaging cardboard, cardboard box and other brown paper. Empty paper bags without chemical residues (without plastic inner bags).	Material recycling

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

Waste type/code	Example	Downstream
 <b>9601 Glass and metal packaging</b>	Metal packaging such as cans, foil molds, screw caps etc. used for food can be delivered as glass. Glass and metal packaging must be lightly rinsed.	Material recycling
 <b>9301 Foil plastic / soft plastic (9300 mixed plastic)</b>	Transparent or colored foil (some labels are accepted), sacks, shrink wrap, construction foil, stretch film, carrier bags etc.	Material recovery/energy
 <b>9302 Hard plastic/ packaging (9300 mixed plastics)</b>	Empty and rinsed plastic jugs, drink bottles, trays, buckets, cups etc. NB! <ul style="list-style-type: none"> <li>Non-PE plastic packaging is supplied as combustible residual waste.</li> <li>Hazard labels: highly flammable, toxic, highly toxic, oxidizing and explosive should never be delivered as hard plastic even if the packaging is empty and dry.</li> <li>Empty, uncleaned oil cans must be delivered as hazardous waste.</li> <li>Big-bags/PP-sacks (label code 05 PP) to be delivered separately.</li> </ul>	Material recovery/energy
 <b>9400 Wood</b>	Disposable pallets, wooden boxes, broken euro pallets and other pure wood material. (Some nails/screws are acceptable.)	Material recovery/energy
 <b>9500 metal</b>	Pipes, flanges, wire (bundles), cable, <b>completely empty</b> paint buckets ("empty and dry") and other metal.  Metal can be sorted into pure fractions such as stainless steel, aluminum, wire etc.  <b>NB!</b> Paint cans with residues and aerosols must be delivered as hazardous waste.	Material recycling
 <b>9001 Combustible residual waste</b>	All non-recyclable waste that does not fit under the waste types above and that can be sent in an incinerator for energy recovery.  <b>Examples:</b> Food-infested cardboard/plastic packaging and placecloth packaging for toppings, napkins/paper towels, used disposable cutlery, shoe covers, earplugs, hygiene items, clothing, textiles and furniture for disposal, mattresses,	Energy

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

Waste type/code	Example	Downstream
	combustible construction, and demolition waste, painted wood, veneer, ropes, and other organic materials.	
 <b>9907/9909</b> <b>Hazardous waste</b>	<p>Hazardous waste is waste that is cutting, stinging (9909) and/or infectious (9907).</p> <p><b>Delivery:</b> Ships in its own UN-approved packaging (yellow box/jug/needle box) marked as dangerous goods, class 6.2.</p> <p><b>Note!</b> Cutting and prickly waste that is not infectious must be treated in such a way that it cannot cause injury to personnel during further waste management.</p> <p><b>Other</b> Empty packaging containing toxic, highly corrosive or hazardous products (e.g. sacks of dust of strong bases such as NaOH and KOH) should be classified as hazardous waste.</p>	Energi

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 5 Overview port facilities and location waste skipper

### 5.1 Overview map port facility Tananger

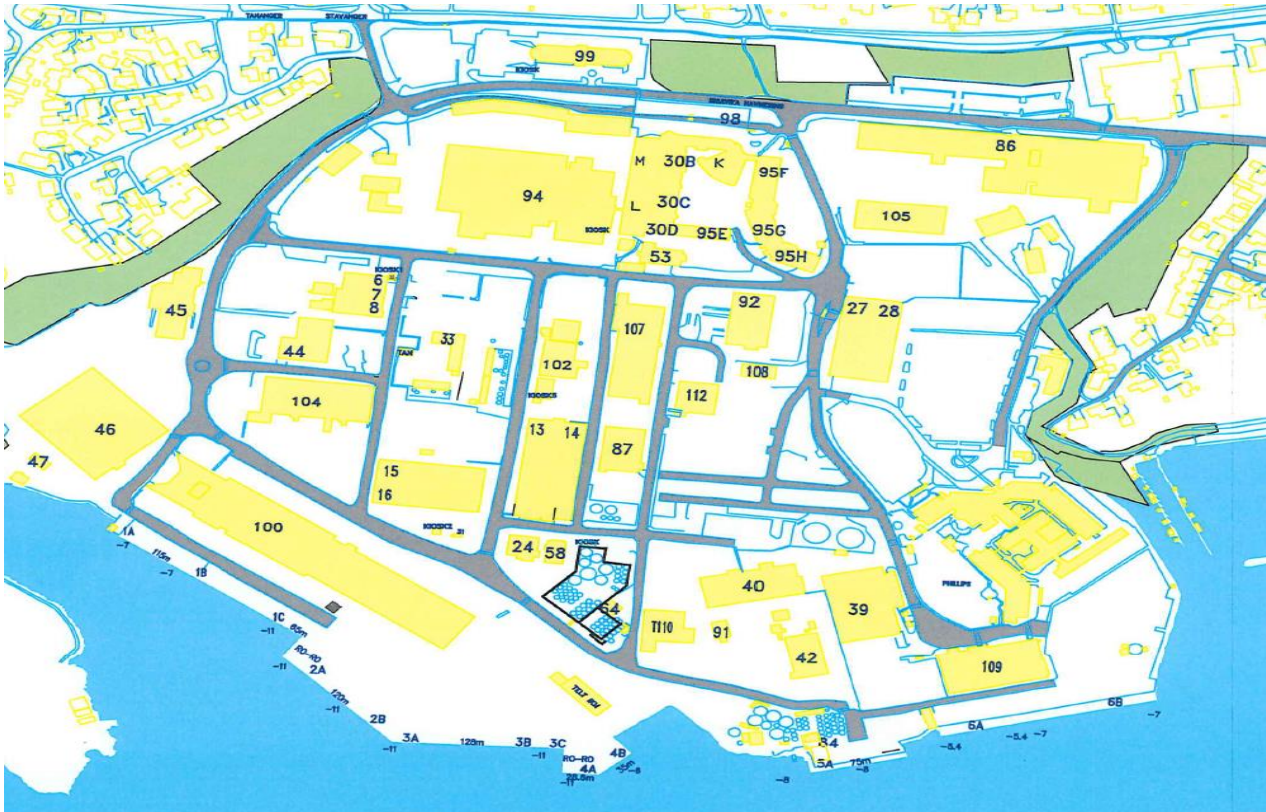


Figure1: Map of the port facility in Tananger

### 5.2 Overview of deployed waste stations Tananger



Figure 2 - Picture showing the area where the deployed waste ships at location Tananger are deployed in relation to the quays.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

### 5.3 Location, type of waste, type of containers and capacity at waste stations in Tananger

#### Needs assessment:

We have assessed, and are continuously assessing, the need for the waste receiving facility. The deployment of containers for waste is done on the basis of the traffic situation for the individual quays, and the identified needs of the vessels that usually call the ports.

The assessments are based on the number of calls, the type of vessel, the estimated amount and type of waste.

These stations are unmanned at the location with free access from the quay. Experience shows that there will always be some of our personnel on duty if need for assistance or clarifications/assistance.

Location	Type of waste	Type of container	Capacity
Dock 5	Food-infested/combustible residual waste	Closed	1 ea 8M <sup>3</sup>
Between Kai 2 and Build 100	Food-infested/combustible residual waste	Closed	1 ea 8M <sup>3</sup>
Between Kai 2 and Build 100	Steel	Open	1 ea 8M <sup>3</sup>
Between Kai 2 and Build 100	Wood	Open	2 ea 8M <sup>3</sup>
Between Kai 2 and Build 100	<ul style="list-style-type: none"> <li>Glass and canned food</li> <li>Cardboard/Paper</li> <li>Plastic</li> </ul>	Removable rack w/ truck pockets with 3 closed canisters	3 ea 660 l
Between Kai 2 and Build 100	Hazardous waste	Cabinets with bottom trays for safe storage of hazardous waste	1 ea 2.4M <sup>3</sup>

- The devices will be marked with the type of waste for which they are intended. An information poster will also be hung in the nearby area with general information as well as contact info / emergency number at the location.
- Hazardous waste in Tananger is handled by subcontractor SAR AS

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 5.4 Overview map port facility Dusavik



Figure 3: Map of Dusavik port facilities

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 5.5 Overview map deployed waste stations Dusavik



Figure 4 - Picture showing the area where the deployed waste ships at location Dusavik are deployed in relation to the quays.

## 5.6 Location, type of waste, type of containers and capacity at waste stations in Dusavik

### Needs assessment:

We have assessed, and are continuously assessing, the need for the waste receiving facility. The deployment of containers for waste is done on the basis of the traffic situation for the individual quays, and the identified needs of the vessels that usually call the ports.

The assessments are based on the number of calls, the type of vessel, the estimated amount and type of waste.

These stations are unmanned at the location with free access from the quay. Experience shows that there will always be some of our personnel on duty if need for assistance or clarifications/assistance.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

Location	Type of waste	Type of container	Capacity
Quay 2b (For all docks)	Food-infested/combustible residual waste	Closed	2 ea 8M <sup>3</sup>
Quay 2b (For all docks)	Cardboard/Paper	Closed	1 ea 8M <sup>3</sup>
Quay 2b (For all docks)	Wood	Open	1 ea 8M <sup>3</sup>
Quay 2b (For all docks)	<ul style="list-style-type: none"> <li>Glass and canned food</li> <li>Cardboard/Paper</li> <li>Plastic</li> </ul>	<b>Removable</b> rack w/ truck pockets with 3 closed canisters	3 ea 660 l
Quay 2b (For all docks)	Hazardous waste	Cabinets with bottom trays for safe storage of hazardous waste	1 ea 2.4M <sup>3</sup>

- The devices will be marked with the type of waste for which they are intended. There will also be an information poster with general info as well as contact info / emergency number at the location.
- Hazardous waste in Tananger is handled by subcontractor Henriksen Oljetransport AS

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 6 Waste fees

The purpose of this waste collection scheme is to make it less attractive to dump waste at sea and to ensure that all employees who call deliver waste to approved reception schemes on land. Waste fees collected for port facilities are specified below. The fee is revised annually as the fee is based on the cost principle.

The waste fees have been drawn up in accordance with the EU directive's "No special fee" principle, which means that waste fees will be collected from the vessels regardless of whether waste is delivered or not.

### 6.1 Waste fees

#### 6.1.1 Fixed fee

For port calls, vessels will be invoiced with a waste fee at the following rates:

Type	Tonnage	Fee	Unit
A	Vessels up to 500 BT	NOK 300 *)	Per port of call
B	Vessels between 500 and 1000 BT	NOK 300 *)	Per port of call
C	Vessels between 1000 – 3000 BT	NOK 300 *)	Per port of call
D	Vessels > 3000 BT	NOK 300 *)	Per port of call
<b>Comments:</b> <ul style="list-style-type: none"> <li><b>The waste fee applies to the following types of waste:</b> residual waste; broken glass; beverage cans/cans; steel cans; cardboard; plastics; wood; food waste, paints, adhesives, aerosols, oil products and solvents. (Scrap iron / EEE by separate agreement regarding reception).</li> <li><b>*)</b> The fee applies to up to 3 m<sup>3</sup> waste.</li> <li>Delivered a waste exceeding 3 m<sup>3</sup> sorted waste or other type of waste that is not included in the waste fee we can offer reception and handling of. (See section 6.1.2 below).</li> </ul>			

#### 6.1.2 Delivery of waste not included in the fixed price:

Any vessel that wants to deliver a larger amount of waste or types of waste that are not included in the fixed fee, including **hazardous waste** must report this prior port call.

For hazardous waste, declarations form must be completed prior delivery/receipt.

This is particularly important for liquid waste so that suitable transport and capacity can be requisitioned. (Use form in Appendix 3 unless otherwise is agreed)

Our waste supplier MWM can handle all types of waste beyond the volume and/type of waste covered by the fixed waste fee. If necessary, this is clarified, as well as prices and conditions in advance of each port of call.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

### 6.1.3 Waiver of wastefee against application

Vessels that can document a permanent delivery depot or supply vessel that operates permanently at the port facility and that has established its own scheme with an approved waste supplier for all its own waste may apply for exemption from fees. Exemption is subject to application and application form **Appendix 2** of this waste plan must be used.

It is the **Logistics and Operations Center / Customer Center** at the port facility that will coordinate the processing of applications for waivers for waste fees. (Ref. contact info in chapter 1)

Waiver of waste fee for a vessel will be granted for a maximum of 1 year at a time.

## 6.2 Organisation reception – needs assessment – location and capacity of skips.

A selection of skips has been deployed in connection with the quays at the port facilities. The size and type are based on experience and the traffic situation for the individual port facility and the needs of the vessels that normally call.

Here, feedback from users (deviations or suggestions for improvement) will also be an important contribution to improvements if there should be need for that. Nonconformities and improvements received from users of the waste scheme will be put into the ports reporting system "**TellUs**" for processing.

## 6.3 Historical overview – waste received from the port facility.

As we register waste, we will be able to document statistics on the type and quantity within the various waste fractions. This will also help us to evaluate if the capacity of the reception centre is adequate and that it is functioning.

Period: dd.mm.yyyy – dd.mm.yyyy		
Tananger Type of waste	Volume in kg/l	Number of emptyings
Residual		
Sorted waste		
Dusavik Type of waste	Volume in kg/l	Number of emptyings
Residual		
Sorted waste		

*The statistics are updated at least in the annual review of the waste plan or can be sent upon request.*

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

## 7 Waste reception scheme

NorSea Logistics handles a large number of vessels daily. Most vessels calling at the ports are supply vessels (PSV) on behalf of major players in the offshore industry.

Unloading of hazardous waste is carried out in accordance with current regulations and internal procedures.

NorSea Logistics assumes that all hazardous waste to be delivered is packaged and labelled correctly. NorSea Logistics will refrain from unloading if nonconformities are identified and until the matter is clarified.

For vessels that have applied for and been granted a **waiver of fees**, it is assumed that the unloading of waste in its entirety is carried out by the vessel itself or the waste supplier in accordance with applicable port facility/regulatory requirements. Here it is important that any simultaneous activities with other actors / suppliers on the quays are coordinated and agreed by the parties involved to assure that HSE is taken care of for everyone.

In the case of liquid goods picked up by tank truck (etc.), the activity is carried out entirely by third parties as stated in 5.3 and 5.6.

For a more detailed description of the type and capacity of the receiving facility, as well as the handling of hazardous waste, please refer to our waste supplier MWM.

For control of submitted waste from the vessels, NorSea Logistics AS receives waste reports from MWM on the quantities and types of waste received over the quay.

## 8 Dissemination of information about port calls

All planned calls to NorSea Logistics AS's approved ISPS ports must be reported to the Norwegian Coastal Administration's messaging service, SafeSeaNet.

NorSea Logistics AS does not currently use the "quay request" part of **SafeSeaNet** for the individual quay, so arrival and request for quay must be reported to and approved in advance of the respective **Logistics and Operations Center / Customer Center** for the port facility. (Ref. to contact info in section 1)

At the same time, information must be provided about the amount of waste and type of waste if it exceeds the amount of waste or consists of other types of waste than the one to which the fixed waste fee applies.

Document type:	Lookument titTel:	
PLAN	NorSea Logistics waste management plan for the port facilities NorSea Logistics – Dusavik and Tananger	
Document ID: NSGM-275775254-1097	Version date: 30.11.2022	Version: 1.0

Unless otherwise agreed, the form in **Appendix 3** to this waste agreement shall be used for the registration of waste to be unloaded in the event that the amount exceeds the amount to which the fixed waste fee applies, or if other types of waste are to be unloaded.

All hazardous waste delivered to the waste station must be labelled with **contents** and **vessel name**. If assistance is needed in declaring the waste, this must be stated in the registration form sent prior vessel arrival.

All calls at NorSea Logistics will automatically receive a welcome message per. E-mail containing necessary information for the vessels as well as links to relevant info.

Information about the port facilities is also available on our website [www.norseagroup.com](http://www.norseagroup.com).

## 9 Nonconformities/complaints

Should there be any deviations, complaints or a need for improvements in connection with the handling of waste for the port facility, we appreciate that this is reported so that we can continuously improve.

Vessels wishing to report nonconformities, complaints or improvement proposals can do so directly to the **Logistics and Operations Centre/Customer Service Centre** by using the nonconformity form in **Appendix 1** to this waste plan.

## 10 Coordination of HSE in the port facility

NorSea Logistics conducts regular follow-up of its own employees and other users of the base area by performing HSE safety inspections, safety interviews, customer meetings and an HSE and emergency forum for tenants at the bases.

Waste and safe handling of this is an issue that concerns everyone in the port facility.

NorSea Logistics is to be regarded as the main company according to. Section 2-2 of the Working Environment Act, and thus has a responsibility to coordinate the HSE for all actors at the port facility.

## 11 Attachment

- Appendix 1: Nonconformance/Improvement Form
- Appendix 2: Application for exemption from fees
- Appendix 3: Waste Delivery Order Form (MARPOL)



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## 12 Appendix 1 - Notification of nonconformities or improvements related to the waste reception scheme.

The completed form must be sent to the relevant port facility (Name of port the deviation applies – tick the rubric below):

☐ Customer contact:  
**Tananger**

**Logistics and Operations Centre / Customer Service Centre - Tananger**

Tel: +47 400 06 555,

Email: [Bestilling.tananger@norseagroup.com](mailto:Bestilling.tananger@norseagroup.com)

**Visiting address:** Risavika Havnering 8, 4056 Tananger

☐ Customer contact:  
**Dusavik**

**Logistics and Operations Centre / Customer Service Centre - Dusavik**

Tel: +47 400 06 555,

Email: [bestilling.dusavik@norseagroup.com](mailto:bestilling.dusavik@norseagroup.com)

**Visiting address:** Notberget 25, 4029 Stavanger

What relationship with the receipt of waste applies to the notification:

Describe the discrepancy – or suggestions for improvement:

Relationship detected/recorded date:

Form completed by:

I can be contacted for further information. Yes please, I would like feedback on how this relationship is followed up:

☐ Via tel.: ☐

By e-mail:

Sign: \_\_\_\_\_

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## 13 Appendix 2 - Application for exemption from waste fees:

The completed form must be sent to the relevant port facility (Name of port to which the application applies - tick the box below):

<input type="checkbox"/> Customer contact: <b>Tananger</b>	<b>Logistics and Operations Centre / Customer Service Centre - Tananger</b>  Tel: +47 400 06 555, Email: <a href="mailto:Bestilling.tananger@norseagroup.com">Bestilling.tananger@norseagroup.com</a> <b>Visiting address:</b> Risavika Havnering 8, 4056 Tananger
<input type="checkbox"/> Customer contact: <b>Dusavik</b>	<b>Logistics and Operations Centre / Customer Service Centre - Dusavik</b>  Tel: +47 400 06 555, Email: <a href="mailto:bestilling.dusavik@norseagroup.com">bestilling.dusavik@norseagroup.com</a> <b>Visiting address:</b> Notberget 25, 4029 Stavanger

<b>Vessel:</b>	
<b>Vessel BT:</b>	
<b>Shipping company:</b>	
<b>Agent:</b>	
<b>Billing address:</b>	
<b>Principal:</b>	
<b>Waste supplier</b>	

### Basis for deadline application:

- ☐ The vessel has a fixed delivery depot: \_\_\_\_\_  
Name of vendor: \_\_\_\_\_
- ☐ The vessel goes into permanent rotation from the port facility and has its own waste plan/supplier: \_\_\_\_\_ for all the waste we produce. We can document that this is handled correctly and delivered to an approved supplier / downstream solution.

Location/Date:		Sign:	
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### Approved:

Location/Date:		Sign:	
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Valid until: \_\_\_\_\_ (Max 1 year validity)

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## 14 Appendix 3 - Standard notification form for waste delivery to port reception facilities

**Notification of the Delivery of Wastes/Residues to:** ..... (Enter name of port or terminal) The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours. This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

### THE LIFE ISY FROM SHIPS (a nf)

#### 1. Ship particular

Name of ship:	Owner or operator:		
IMO Number:	Distinctive number or letter:		
Gross tonnage:	Flag state:		
Type of vessel	<input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container sahip <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)		

#### 2. Port and voyage particular

2.1 Location/Terminal name and POC:	2.6 Last Port where wastes/residues were delivered:
2.2 Arrival Date and Time:	2.7 Date of Last Delivery:
2.3 Departure Date and Time:	2.8 Next Port of Delivery (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

#### 3. Type and amount of waste/residues for discharge to facility

MARPOL Annex I – Oil	Quantity (m <sup>3</sup> )
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	Quantity (m <sup>3</sup> ) / Nam e 1)
Category X substance	
Category Y substance	
Category Z substance	
OS – other substances	
MARPOL Annex IV – Sewage	Quantity (m <sup>3</sup> )

MARPOL Annex V – Garbage	Quantity (m <sup>3</sup> )
A. Plastics	
B. Food wastes	
C. Domestic wastes	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcasses	
H. Fishing gear	
I. E-waste	
J. Cargo residues (non-HME) <sup>2</sup>	
K. Cargo residues (HME) <sup>2</sup>	
MARPOL Annex VI – Air pollution	Quantity (m <sup>3</sup> )
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

<sup>1)</sup> Indicate the proper shipping name of the Noxious Liquid Substances NLS involved.