

PORT OLÍMPIC OF BARCELONA

Guide for users of Port's waste reception facilities



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1 Introduction:

For centuries, *ports have become strategic infrastructures* in the economies of countries by being part of a general transport system capable of moving thousands of tons of goods quickly, reliably, economically, and safely. However, they also offer the possibility of practicing activities in the marine environment, which represents enormous potential as a complement to the tourist offer in the environment, benefit to the destination and the tourist experience, and added value for nautical activities.

This type of facilities and activities, however, has generated a great environmental impact in coastal or oceanic areas, with growing social alarm in recent years regarding their serious consequences.

For this reason and because of the magnitude of the problem, since 1954 international *agreements and mechanisms have been established to prevent marine pollution*, such as the Convention to Prevent Pollution from Ships (MARPOL Convention 73/78), defined in London on November 2nd, 1973, and amended by the 1997 protocol.

2 Object:

This document is an extract from the Waste Handling and Reception Plan for the boats of the Port Olímpic and aims to define the obligations of users and port staff when making use of the waste reception facilities.

3 Background:

The Barcelona City Council has been guaranteed the concession for the construction and operation of the Port Olímpic of Barcelona by agreement of the Executive Council of the Generalitat of Catalonia of 2nd and 3rd of April 1990; initially, Vila Olímpica, SA (VOSA) and, subsequently, the municipal corporation directly assumed ownership of the concession. This concession was guaranteed for a period of thirty years and therefore expires in 2020.

It is the interest of Barcelona City Council, shared by the Generalitat of Catalonia, to promote the value and uniqueness of the Port Olímpic as a public space in the city, turning it into the meeting point for citizens at sea; increase the social performance of the facility, both from the point of view of the Port and the city; guarantee an economic balance; improve its state of conservation and safety; and promote sustainable nautical uses.

On December 2nd, 2016, a collaboration protocol between the Generalitat of Catalonia and the Barcelona City Council was signed for the direct management through the delegation of the powers of the city's Port Olímpic by the municipal government. It is the will of the two organizations that the Barcelona City Council assume, by delegation from the Generalitat of Catalonia, the direct public management of the Port Olímpic, given its uniqueness and relevance for the city.

On April 3, 2020, the agreement on the delegation of powers with an initial duration of thirty years between Barcelona City Council and the Generalitat of Catalonia becomes into force.

4 Scope:

The Guide for users of the Port's waste reception facilities is mainly intended for the following groups:

- Owners of boats that stopover at Port Olímpic,
- Owners of boats that have their base in the Port Olímpic,
- Third parties subcontracted by the owners of the boats moored at the port at the dry dock of the Port Olímpic and who carry out maintenance tasks, the so-called "industrial".

5 Description of the Port Olímpic:

5.1 Facility description:

The Port Olímpic was built in 1990 to host the sports sailing competitions of the 1992 Olympic Games. It is currently a place of leisure for citizens, a tourist attraction and a meeting place for nautical sportsmen, which has an area of more than 87,000 m², divided into four dry docks (Marina, Mestral, Gregal and Xaloc) and the Dyke of Recer.

It has more than 700 moorings, 11 restaurants and a few places for the blue economy, that is to say, activities specialized in recreational nautical activities that, at the same time, are educational and informative. However, it has a dry dock where cleaning and maintenance tasks are carried out on the boats, and a petrol station to stock up on fuel.

5.2 Description of the waste generated:

The waste generated by the recreational boats that call at Port Olímpic are:

- **Waste generated by the crew:**
 - organic fraction (EWC: 20 01 08)
 - packaging (EWC: 20 01 39)
 - paper-cardboard (EWC: 20 01 01)
 - glass (EWC: 20 01 02)
 - remaining waste (EWC: 20 03 01)
 - wood (EWC: 20 01 38)
 - scrap (EWC: 20 01 40)
 - sewage.
- **Waste generated by boat maintenance:**
 - mineral motor oils (EWC: 13 02 05)
 - oil and fuel filters (EWC: 16 01 07)
 - batteries (EWC: 16 06 01)
 - paint and solvent cans (EWC: 08 01 11)
 - contaminated empty containers (EWC: 15 01 10)
 - contaminated absorbents (EWC: 15 02 02)
 - aerosols (EWC: 15 01 11)
 - bilge water (EWC: 16 07 08)
- **Waste derived from the safety elements:**
 - sparklers, smoke bombs, etc. (EWC: 16 04 03)
 - expired fire extinguishers (EWC: 16 05 05)

Therefore, based on this waste received, the Port Olímpic is considered within:

- Marpol Annex I: those that receive waste generated by boats or oily cargo waste from boats included in Annex I of the Marpol Convention 73/78. This class is subdivided, at the same time, into the following categories:
 - Type C: Those that receive cargo waste generated by boats from the engine room bilges or the fuel and oil purification equipment of the boats engines.
- Marpol Annex II: those that receive waste of liquid harmful substances from boats, included in Annex II of the Marpol Convention 73/78.
- Marpol Annex IV: those that receive raw water from boats, included in Annex IV of the Marpol Convention 73/78.
- Marpol Annex V: those that receive solid waste from boats, included in Annex V of the Marpol Convention 73/78.

This last case occurs in specific situations, for vessels that have the obligation to dispatch and that deliver solid waste just when they stopover at the Port Olímpic.

5.3 Description of receiving port facilities:

The reception facilities for waste from the Port's vessels can be divided into two types, depending on the type of waste they are intended to store:

- The hazardous waste reception facility (mineral engine oils, bilge water, paints and solvents, etc.) is located inside the dry dock, between the groundwater tank and the personnel access point. Therefore, it is located a few metres from the boats that are moored at the anchorage itself to facilitate the delivery of this waste.

This facility consists of a metal container (2,000 x 2,400 x 2,300 mm) inside which are located the different containers that will store the hazardous waste in a safe and segregated manner until its valorization by an authorized manager.

Specifically, the containers inside are as follows:

- 1 IBC container of 1 m³ for jars containing paint waste and solvents.
- 1 IBC container of 1 m³ for empty contaminated containers.
- 1 IBC container of 1 m³ for mineral motor oils.
- 1 IBC container of 1 m³ for the hydrocarbons from the bilge water. Outside the metal container, those full IBCs accumulate, completely closed to avoid spills, until they are collected.
- 1 200 L drum with a spring-loaded cap for electrical and electronic waste.
- 1 200 L drum with a spring-loaded cap for contaminated absorbents.
- 1 200 L drum with a spring-loaded cap for aerosols.
- 1 200 L drum with a spring-loaded cap for the oil filters.
- 1 200 L drum with a spring-loaded cap for fire extinguishers out of use.
- 1 reinforced polyethylene container (120 x 80 x 85 cm), 550 L, for the batteries.
- Approved cardboard boxes with UN marking 4GV/x15 with dimensions of 44x34x38 cm, or similar, for the storage of flares.

This facility is open 24 hours a day, but not the dry dock. For this reason, if it is after work hours, the staff of the Capitania's building or the marine staff must be notified.

In any case, you must always notify the use of the Green Point to bring it to the attention of the Port staff.

- The receiving facility for non-hazardous waste (similar to domestic or municipal waste) can be found throughout the Port area, as there are different points for the selective collection of this waste (Green Points), which serve the moorings and other businesses (plan attached to Annex I).

These Green Points are a total of 13, made up of a 120 L container for each collection fraction: waste, organic, paper, packaging and glass, located as indicated on the attached map:

In total, the number of mooring containers located throughout the Port and available to mooring operators are as follows:

- 13 containers of organic waste, of 120 L
- 13 containers of glass waste, of 120 L
- 13 containers of paper and cardboard, of 120 L
- 13 containers of various packaging, of 120 L
- 13 containers of organic waste, of 120 L
- 12 bins compartmentalised by selective fractions.

These Green Points are always operational and available to users.

- The installation receiving sewage and other liquid waste consists of a fixed equipment designed to make a double extraction. On the one hand, a first circuit collects the bilge water stored in the vessels' tanks, and, on the other hand, a second circuit collects the waste or bilge water. In addition, this installation has a hydrocarbon separator for the treatment of bilge water, with the capacity to store 350 liters of hydrocarbon.

All the modules have been designed with a control panel where the instructions for use are indicated and some ergonomic features to facilitate manoeuvrability, so any user can put it into operation. The equipment is installed in the service dry dock, near the petrol stations, in order to facilitate the service. In this way, when the boats go to fill fuel they can take the opportunity to empty the bilge water and sewage.

The operating hours, in this case, are from 8:00 a.m. to 10:00 p.m., depending on the needs of the owners of the boats requesting the service.

6 Waste reception and collection procedures:

As a general rule, the owner and crew of the boats must dump the municipal waste into the container, and remove the bilge and sewage at the suction point. The staff and companies that carry out maintenance and repair work on ships in the harbour must dump the waste, once selected, in the respective tanks, always respecting the guidelines of the Port staff.

The waste reception and collection procedures are divided into two, depending on the type of waste delivered:

1. Non-hazardous waste reception procedure (similar to domestic or municipal waste): For this waste, the mooring staff and crew of the boats must go to the bins or small Green Points distributed throughout the Port and throw each waste in its corresponding section.

On a quarterly basis, Port staff and/or the SGI technical team will carry out a review to ensure that the labelling and battery of the containers are correct.

The collection is carried out by the subcontracted cleaning company, which daily and in the morning shift, the driver-cleaner equipped with the light vehicle with trailer, will be in charge of collecting the waste of the containers from all fractions of the clean points, manually, as well as collecting the bins, accumulating them in large containers and subsequently moving them to the final plant for their recovery.

2. Hazardous waste reception procedure: The personnel who carry out maintenance and repair tasks on ships at the dry dock must pour the waste into the corresponding containers (which are inside the container - Green Point of the dry dock) in a segregated manner and avoiding, at all times, that this waste reaches the sea or the sewer network.

In addition, the accomplishment of the operation and police regulations must be guaranteed, which, in general, applies to all people and these operations must be carried out within the established hours and with prior authorization from the Port Management.

They are collected under request of Port staff (because the container is full or because the waste has been stored for 6 months) and by an authorized manager, who removes them according to what is stipulated in the contract, in the waste management procedure of B:SM (C4E_Material and waste management procedure) and current legislation.

Specifically, for the collection and storage of the sparklers, the internal protocol of the Port must be accomplished, which indicates that they will be delivered by the mooring staff directly to the operational staff located in the Captainia building, always within its original packaging or, failing that, packaging approved according to ADR-RID, IMDG, and IATA-ICAO regulations, to contain this class of equipment.

Once the waste has been received and is in the Port staff hands, it will be transported as quickly as possible to the storage area, where it will be accumulated in the approved boxes purchased for this purpose.

All management documentation is processed through the SDR.

3. Procedure for receiving sewage and other liquid waste: Once the boat is located at the service dry dock (near the petrol station and in front of the suction equipment), the marine personnel deliver the hose to the owner of the boat to place it in the tank. Once secured, the equipment is turned on to suck up the sewage, which is sent by impulse to the settling system and the tank.

In addition, near this module, we have an emergency kit that includes the collection of hydrocarbon spills.

For recreational boats authorized for a maximum of twelve people, the receiving port facility must issue a single annual receipt that declares the regular delivery to this facility, throughout the aforementioned period, of the rejections of the boat. The receipt must be presented to the maritime captain for ratification.

Attached is the Marpol Annual Waste Receipt Model for Fresh Fishing and Recreational Vessels.

7 Obligations of users:

Beyond the facilities and equipment of the Port Olímpic for the reception of waste from boats, users must comply with a series of obligations in order to make good use of them and guarantee the correct management of them.

Specifically, it is required that:

1. For users of non-hazardous waste facilities:
 - Deposit each piece of waste in the container while respecting the corresponding fraction.
 - If the user does not know which fraction the waste should be thrown, he must consult the notice board at the small Green Points or with the staff at the Port.
 - If you have large waste, you must deposit it in a corner of the small Green Points and notify the Port staff so that they can take the appropriate measures.
 - In case of detecting any box, container or sign in bad condition, you must inform the Port staff so that they can take the corresponding measures.

2. For users of hazardous waste reception facilities:
 - Deposit each waste in its corresponding container, taking care that these do not mix or that there are any accidental spills in the case of liquid waste.
 - In the event that during the delivery of the waste, an accidental spillage occurs outside the Green Point retention bucket, you must notify the staff of the Port so that they can take the appropriate measures.
 - In the event that the user does not know which container the waste should be thrown into, they will have to consult the Green Point billboard in the dry dock or with the staff of the Port.
 - In the event that the litter container is full and cannot hold any more waste, the user must notify the Port staff so that they can take the appropriate measures.
 - In the event that the waste generated does not have a fixed container in the Port area, the user must notify the Port staff so that they can take the appropriate measures.
 - If you detect any container or sign in bad condition, you must inform the staff of the Port so that they can take the corresponding measures.
 - If the user has expired sparklers, he must deliver them to Capitania's office in an approved container, so that this waste does not pose a danger to Port staff.

3. For users of sewage reception facilities and other liquid waste:

- Carry out the suction operation of sewage and other liquid waste while avoiding accidental spills in the marine environment, for example, by securing the hose well or pointing the mouth upwards once it is removed from the tank.
 - In the event of an accidental spill, you must notify the Port staff so that they can take the appropriate measures.
-
- Submit all the necessary documentation to the Port staff so that the MARPOL waste collection service is registered.

8 Fees regime:

The fees are published on the website or relevant channels: <https://portolimpic.barcelona/ca/tariffes>

For the calculation of fees, are *all the concepts detailed in Annex IV of the aforementioned Royal Decree* are taken into account, which are:

- The cost of the facilities, their maintenance and their depreciation
- The cost of providing the service by the port staff
- The costs of withdrawal by the companies in charge of collection and subsequent management.
- The fee for using the service dry dock.
- The cost of the supplies used to carry out the aspiration and dumping operations.
- The indirect costs derived from the processing and management of the corresponding documentation (updating the Reception and Handling Plan, organization of public procurement, management of legal documentation through the SDR, etc.).

9 Procedures for pointing out alleged deficiencies of the receiving port facilities:

In the event that any deficiency is detected in the facilities and/or collection service for any of the types of MARPOL waste *it can be communicated both to the seafaring staff and to the staff at the reception of the port offices*, located in the Captaincy building.

Once the notification is received, it will be forwarded to the responsible person and the Port Management (if applicable), to take the necessary measures to solve the possible deficiencies detected.

A form is also provided on the website of the City of Barcelona where suggestions and claims can be made, which can be found by following the following route:

Oci / Lleure > Port olímpic > Incidències Port olímpic

<https://w10.bcn.cat/StpQueixesWEB/prepararFormularioBtoB.do?i=e&ambit=tescolta>

10 Permanent consultation procedures with port users, waste contractors, terminal operators and other interested parties:

The customer service point where inquiries can be made in relation to the office reception and handling procedure is the reception of the Captaincy building, where they have a copy of this Plan and the Port's Internal Police and Exploitation Regulations at their disposal of users,

mooring operators, ship-owners and people linked to groups that represent the economic sectors related to port activities and that provide their services to the port.

However, at this reception the timetables for the provision of services, contact telephone numbers and the person responsible are indicated. Information and consultation is reinforced through written communication to all interested parties.

The responsible person who will exercise control over the application of this Plan will be the Captain (phone: 933561016, mail: portolimpic@bsmsa.cat), that is to say, the one who performs the functions of Head of Operations Unit of the Port Olímpic, and who will be in charge of:

- Control Monitoring of processes.
- Control of information on types and quantities downloaded and handled.
- Intercom with Users and management companies.
- Control and monitoring of deficiency notifications.
- Create and develop growth objectives in containment, control, and process improvement measures. Submission of reports and their incidents.
- Determine waste reception needs.

11 Types and quantities of waste generated by ships and cargo waste received and handled:

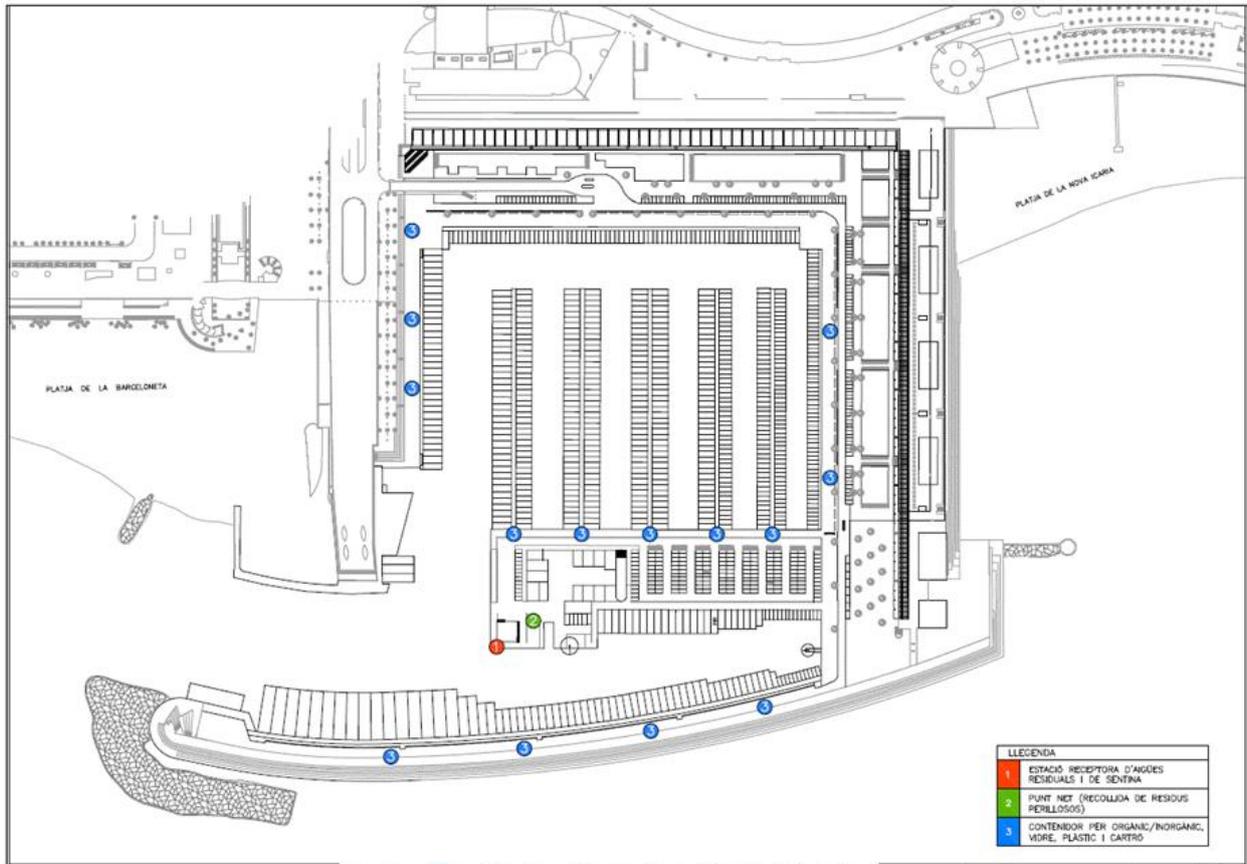
The Operations Management/Captainship of the port will keep a computerized record of the types and quantities of waste generated by the boats and of the cargo waste received and handled, according to the information received from the companies providing the service.

In any case, there will be two distinct types of records, which are:

- *Marpol waste list* (Methods for recording the actual use of receiving port facilities and the quantities of waste generated by ships and cargo waste received), together with the model of “*Annual receipt of Marpol waste for Fresh Fishing boats and Recreational boats*”.
- *Online registration of waste collected by authorized managers*, which process the service documentation through the SDR.

Documentation models for both registers are attached in Annex II.

APPENDIX I: PLAN OF THE PORT OLÍMPIC



APPENDIX II: REGISTRATION MODELS

- Methods of recording actual use of receiving port facilities and quantities of ship-generated waste and cargo waste received:

B:SM Barcelona de Serveis Municipals **PORT OLÍMPIC**
BARCELONA E601

LLISTAT RESIDUS MARPOL

DATA	EMBARCACIÓ	MATRICULA	TIPUS DE RESIDU	QUANTITAT ESTIMADA	MARINER	INCIDENCIES DURANT EL SERVEI

- Model of "Annual receipt of Marpol waste for Fresh Fishing boats and Recreational Boats":

 **RECIBO ANUAL DE RESIDUOS MARPOL PARA**
ANUAL RECEPTION OF MARPOL RESIDUES

España  Spain **EMBARCACIONES DE PESCA FRESCA Y DE RECREO.**
OF FRESH FISHING SHIP AND YACHTS.

1)	Nombre del buque (Name of the ship)	Puerto Base (Homeport)	
	Matrícula (Registration Number)	Tipo de buque (Type of ship)	
	Distintivo de llamada (Call signal)	Bandera (Flag)	
2)	Fecha de la última entrega de residuos (Date of the last deliver of residues)	Cantidad en Litros (Quantity Liters)	
	Puerto de la última entrega de residuos (Port of the last deliver of residues)		
	Entrega anual de residuos, desde / / , hasta / / (Annual Deliver of residues, from / / , until / /)		Firma y sello de la Entidad Gestora del puerto o de la Instalación Portuaria Receptora (sign and stamp of the Reception Facility)
	Entrega (Delivery)	Fecha (Date)	Cantidad Lits. (Quant. Lits.)
			Tipo (Type)
3)	1ª Entrega (1st. Delivery)		
	2ª Entrega (2ª. Delivery)		
	3ª Entrega (3ª. Delivery)		
	4ª Entrega (4ª. Delivery)		
	5ª Entrega (5ª. Delivery)		
	6ª Entrega (6ª. Delivery)		

El Capitán/Patrón Declara que la información contenida en este documento es correcta y corresponde a la entrega de _____ litros de _____ a lo largo de todo el año anterior.
La Gestora del puerto/Instalación Receptora Certifica que ha recibido dichos residuos, en cumplimiento del Convenio "Marpol 73/78", la Directiva U.E. 2000/59/CE y de la legislación Española aplicable.

(Master Confirm that information of this document is correct and correspond to delivery of _____ liters of _____ during the last year. The Reception facility Certifies that has received the residues, in accordance with "Marpol 73/78" Convention, European Directive 2000/59/CE and the spanish regulations).

Fecha/ (Date): ____ / ____ / 20__.

La Instalación Portuaria
O Gestora del Puerto.
(The Reception Facility)

El Capitán/Patrón
(The Master)

La Capitanía Marítima
(Maritime Authority)

- Online registration of waste collected by authorized managers, who process the service documentation through the SDR:

				Full de seguiment de residus	
				Núm. de sèrie: 3998526 FS	
				Fitxa d'acceptació / destinació núm.: 2235727 NP	
RESIDU RESIDUO		Codi LER: 130205 Código LER:	Perillós <input checked="" type="checkbox"/> Peligroso	No perillós <input type="checkbox"/> No Peligroso	
Descripció del residu: Olis minerals no clorats de motor, de transmissió mecànica i lubricants <small>Descripción del residuo:</small>					
Característica perillositat: HP14, <small>Característica peligrosidad:</small>					
Quantitat estimada (t): 1.0800 <small>Cantidad estimada (t):</small>		Quantitat real (t): 1.2600 <small>Cantidad real (t):</small>			
Via de gestió: R1303 Descripció: Emmagatzematge de residus en espera de qualsevol de les operacions enumerades de R1 a R12 <small>Via de gestión: Descripción:</small>					
Precaucions a adoptar per al transport i en cas d'accident / incidències: <small>Precauciones a adoptar para el transporte y en caso de accidente / incidencias:</small>					
NOTIFICANT / OPERADOR <small>NOTIFICANTE / OPERADOR</small>					
Nom o raó social: CATALANA DE TRACTAMENT D'OLIS RESIDUALS, SA (CATOR) <small>Nombre o razón social:</small>					
Codi inscripció registre: N-10087 <small>Código inscripción registro:</small>		Codi NIMA: 4300137378 <small>Código NIMA:</small>			
Adreça: CTRA. REUS A MONTBLANC, KM. 32 - 43460 ALCOVER <small>Dirección:</small>					
Persona de contacte: Lluís Gimeno Valls <small>Persona de contacto:</small>					
Tel: 934882467 <small>Tel:</small>		Fax: <small>Fax:</small>		Adreça electrònica: lluis.gimeno@cator-sa.com <small>Dirección electrónica:</small>	
PRODUCTOR / POSSEIDOR <small>PRODUCTOR / POSEEDOR</small>					
Nom o raó social: BARCELONA DE SERVEIS MUNICIPALS, SA (PORT OLÍMPIC) <small>Nombre o razón social:</small>					
Codi inscripció registre: P-94840.1 <small>Código inscripción registro:</small>		Codi NIMA: 0800942914 <small>Código NIMA:</small>			
Adreça: C/ EDIFICI CAPITANIA PORT OLÍMPIC, S/N - 08005 BARCELONA <small>Dirección:</small>					
TRANSPORTISTA <small>TRANSPORTISTA</small>					
Nom o raó social: CATALANA DE TRACTAMENT OLIS RESIDUALS, SA <small>Nombre o razón social:</small>					
Codi inscripció registre: T-614 <small>Código inscripción registro:</small>		Codi NIMA: 4300137378 <small>Código NIMA:</small>			
Adreça: CTRA. REUS A MONTBLANC, KM. 32 - 43460 ALCOVER <small>Dirección:</small>					
Persona de contacte: - <small>Persona de contacto:</small>					
Tel: 934882467 <small>Tel:</small>		Fax: 934883257 <small>Fax:</small>		Adreça electrònica: logistica@cator-sa.com <small>Dirección electrónica:</small>	
Matrícula del vehicle o tractora: 4972-JMS <small>Matrícula del vehículo o tractora:</small>			Matrícula del remolc: <small>Matrícula del remolque:</small>		
DESTI <small>DESTINO</small>		<input checked="" type="checkbox"/> INSTAL·LACIÓ DE VALORITZACIÓ O D'ELIMINACIÓ <small>INSTALACIÓN DE VALORIZACIÓN O DE ELIMINACIÓN</small>		<input type="checkbox"/> APLICACIÓ AL SOL <small>APLICACIÓN AL SUELO</small>	
Nom o raó social: SIRCAT, SL <small>Nombre o razón social:</small>					
Codi inscripció registre: E-1448.13 <small>Código inscripción registro:</small>		Codi NIMA: 0800591399 <small>Código NIMA:</small>			
Adreça: C/ PUIG I CADAFALCH, 17, SECTOR Q, SUBSECT.2 08191 RUBÍ <small>Dirección:</small>					
Notificant / Operador <small>Notificante / Operador</small> (Signatura i segell) SIGNAT		Conformitat Productor / Posseïdor <small>Conformidad Productor / Poseedor</small> (Signatura i segell) SIGNAT		Rebut transportista <small>Recibo transportista</small> (Signatura i segell) SIGNAT	
				Rebut instal·lació de gestió <small>Recibo instalación de gestión</small> (Signatura i segell) SIGNAT	
				Data de recollida: 30/01/2023	
				Data de lliurament: 30/01/2023	

APPENDIX III: PHOTOGRAPHS OF THE FACILITIES



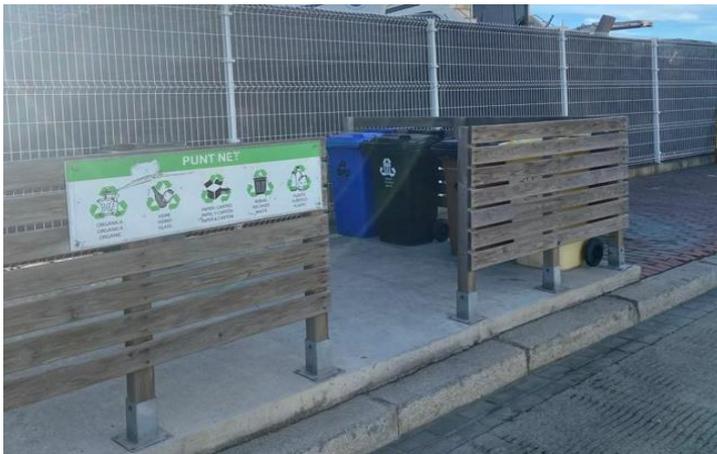
Suction equipment for sewage and boat bilges



Bilge tank and settling system



Reception facility for hazardous waste from the dry dock



Non-hazardous waste receiving facilities (Green Points)

APPENDIX IV: SHIP WASTE MANAGERS

Name of the residue	EWC code	Type of waste	Transport company	Management Company
Organic fraction	20 01 08	not dangerous	CLD CORPORATION, SUTRSL	ECOPARC DE BARCELONA, SA
Packaging	20 01 39	not dangerous	CLD CORPORATION, SUTRSL	VALORIZA SERVICIOS MEDIOAMBIENTALES, SA
Paper and cardboard	20 01 01	not dangerous	CLD CORPORATION, SUTRSL	SAICA NATUR, SL
Glass	20 01 02	not dangerous	CLD CORPORATION, SUTRSL	DANIEL ROSAS, SA
Rejection	20 03 01	not dangerous	CLD CORPORATION, SUTRSL	VALORIZA SERVICIOS MEDIOAMBIENTALES, SA
Wood	20 01 38	not dangerous	PREZERO GR SA	GESVAL INTEGRAL SL
Metal	20 01 40	not dangerous	PREZERO GR SA	FRANCISCO ALBERICH SA
Mineral motor oils	13 02 05	Dangerous	CATOR, SA	SIRCAT RECYCLING, SL
Oil and fuel filters	16 01 07	Dangerous	PREZERO GR SA	FCC AMBITO, SA
batteries	16 06 01	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Paint and solvent cans	08 01 11	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Contaminated empty containers	15 01 10	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Contaminated absorbents	15 02 02	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Aerosols	15 01 11	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Bilge waters	16 07 08	Dangerous	PREZERO GR SA	ECOLÓGICA IBÉRICA Y MEDITERRANEA, SA
Sparklers, smoke bombs, etc.	16 04 03	Dangerous	PREZERO GR SA	FCC AMBITO, SA
Expired fire extinguishers	16 05 05	not dangerous	PREZERO GR SA	FCC AMBITO, SA
Sewage	-	not dangerous	-	-

