

Welcome to the Baltic Sea

# LEAVE ALL SHIP GENERATED WASTE TO PORTS

most of it is **included in the waste fee**

**The “no-special-fee” system\* both gives value for your money and benefits the environment.**

The system allows ships to leave waste under MARPOL I, IV and V to port reception facilities, PRF, with no extra costs. The **waste fee is charged even if no waste is left to ports.**

**The waste fee is an indirect fee based on ship characteristics and waste type.** Tariffs differ from port to port due to traffic characteristics and available local or regional services. Possible discounts are listed in the port’s price lists.

Read more on rules and regulations [helcom.fi/cleanshipping](https://helcom.fi/cleanshipping)

## Waste fee covers the disposal of

- **Oily waste from machinery spaces** (Annex I)
- **Sewage** (Annex IV)
- **Garbage, domestic waste, food waste, plastics etc** (Annex V)

Please note – the waste fee is charged even if no waste is delivered. Port specific requirements may apply e.g. for minimum pumping capacities or waste separation criteria, please consult your agent for more information.



## Additional charges apply e.g. to

- Tank and hold washing waters (Annex II, V)
- International catering waste (EU legislation)
- Scrubber residues (Annex VI)
- Other waste, which is not operational ship waste

## Advance waste notification

The advance notification of waste delivery must be given, also when not delivering waste, at least 24 hours before arrival to the port.

If the travel time is less than 24 hours give the notification immediately after leaving the previous port.

\* The “no-special-fee” system is defined as a charging system where the cost of reception, handling and disposal of wastes, originating from the normal operation of the ship, is included in the port fee or otherwise charged to the ship irrespective of whether wastes are delivered or not. Please note that the “no-special-fee” system is valid throughout the Baltic Sea but the conduction of it may vary between countries.

# RESPECT the sensitive and special BALTIC SEA

**The Baltic Sea is one of the most polluted water bodies in the world** and it has been declared as a special area with strict regulations. The shallow and almost enclosed sea area suffers from eutrophication and hypoxic sea bottoms. It is therefore **extremely important to deliver ship generated waste to port reception facilities**. Make use of the “no-special-fee”, you pay for it anyway!

## Voluntary actions are needed

Ship generated grey waters, treated black waters and food waste contain nutrients, bacteria, pathogens and micro plastics. If discharged to the sea, they cause further damage to an already troubled sea. Although these discharges are legal, they are detrimental to the sea.

**Be part of responsible shipping** and leave all waste to port reception facilities. Ports and local agents guide you on pricing and arrangements in your next port of call.

**We need all hands on deck!**

## Reminder!

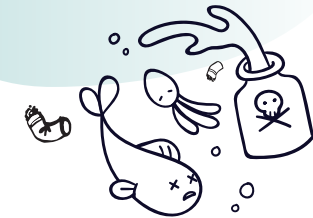
**Discharge of all garbage\* is prohibited. This includes also:**

Cargo residues

Cargo residues\*\* contained in wash water

Food waste not comminuted or ground

(MARPOL Annex V)



\* Garbage including e.g. plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse.

\*\* Discharge is allowed only if the substances discharged are not harmful to the marine environment (non-HME), and both the port of departure and the next port of destination are within the special area, and adequate reception facilities are not available.

In co-operation with



Finnish Shipowners' Association



European Commission



Centre for Economic Development, Transport and the Environment



Suomen Satamaliitto  
Finnish Port Association



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