
Ship-Source Pollution Control and Port Reception Leadership Training Course

30 November – 4 December 2026
Barcelona





Ship-Source Pollution Control and Port Reception Leadership Training Course

Ref: 497_27370 **Date:** 30 November – 4 December 2026 **Location:** Barcelona **Fees:** 4800 GBP

Programme Summary

Ship-source pollution control and port reception is the subject of this one-week training course for port, shipping and maritime authority directors and fleet managers, ending in a pollution control and reception plan for one port or fleet. The programme links international rules to inspection, port reception facilities, spill response and fleet practice, then applies each tool to one operation. Mars Training Centre UK delivers this programme on ship-source pollution control for mixed-organisation cohorts.

The Business Case

Ports and fleets face detention risk, clean-up cost and reputational damage when oil, garbage, sewage or exhaust emissions leave a ship in the wrong place. Directors who read discharge records, test reception capacity and rehearse a first response give boards a clear account of exposure.

- Inspection Findings: Fall as ship records, equipment and crew practice are checked against a common method.
- Waste Handling Cost: Reduces as reception facilities are sized to actual ship waste streams.
- Spill Response Time: Shortens as roles, equipment and call-out routes are rehearsed.

Principles and Evidence Base

- MARPOL Annexes I to VI: They set the rules for oil, noxious liquids, sewage, garbage and air emissions that frame Sessions 1 and 2.
- Oil Pollution Preparedness, Response and Co-operation Convention OPRC: It guides the contingency planning and tiered response work in Session 4.
- Ballast Water Management Convention: It structures the review of ballast handling and invasive species risk in Session 3.
- Port reception facility planning: It underpins the capacity and waste route design in Session 3.

Intended Participants

- Port and terminal directors who answer for waste reception and spill readiness.
- Maritime authority leaders who oversee ship inspection and enforcement.
- Fleet managers who must keep ships inspection-ready across several ports.
- Heads of safety and environment who coordinate response with agencies and contractors.
- Senior planners who budget for reception capacity and response equipment.

Typical sectors include container and bulk ports, oil and gas terminals, tanker and cruise fleets and coastal authorities.



Learning Outcomes

1. Participants will be able to diagnose which MARPOL annex requirement applies to a given ship discharge or emission.
2. Participants will be able to evaluate ship records and equipment findings from an inspection.
3. Participants will be able to construct a port reception facility plan matched to ship waste streams.
4. Participants will be able to prioritise ballast water, garbage and sewage controls by risk.
5. Participants will be able to justify a tiered spill response arrangement with equipment and roles.
6. Participants will be able to present a pollution control and reception plan for one port or fleet.

Programme Structure

Day 1: Rules for Ship-Source Pollution Control

Which international rules govern what a ship may discharge or emit?

- MARPOL Annex I Oil Discharge Rules
- MARPOL Annex II and Annex V Liquid and Garbage Rules
- MARPOL Annex IV Sewage Requirements
- MARPOL Annex VI Air Emission Controls
- Responsibility Map Across Ship, Port and Authority

Day 2: Inspection and Record Diagnosis

How are ship records and equipment tested for compliance with the rules?

- Oil Record Book Review Checklist
- Garbage Record and Management Plan Check
- Oily Water Separator and Monitor Test Sheet
- Findings Classification Matrix
- Enforcement Route Flowchart

Day 3: Port Reception and Ballast Controls

How is reception capacity designed around the waste ships actually produce?

- Port Reception Facility Needs Survey
- Waste Stream Volume Forecast Table
- Ballast Water Management Convention Control Steps
- Waste Contractor Service Specification
- Reception Cost Recovery Model



Day 4: Spill Preparedness and Response

How does a port or fleet prepare for the first hours of a spill?

- Oil Pollution Preparedness, Response and Co-operation Convention Planning Cycle
- Tiered Response Capability Chart
- Spill Risk Assessment for Berths and Routes
- Call-Out and Notification Tree
- Table-Top Spill Exercise Script

Day 5: Applying the Controls to One Operation

Do the rules, inspections, reception and response arrangements hold together for one port or fleet?

- Applying the Session 1 Responsibility Map to the Operation
- Testing the Session 2 Findings Matrix on Sample Records
- Checking the Session 3 Needs Survey Against Waste Forecasts
- Running the Session 4 Exercise Script on the Plan
- Completing the Pollution Control and Reception Plan

Methodology

The programme uses a structured exercise method built on anonymised record extracts, reception surveys and short written cases from ports, tanker fleets and coastal authorities. Participants work in small groups on one operation, explain their reasoning to peers and receive facilitator feedback on each work product.

- Suggested activity: Reviewing a record extract and listing the questions an inspector would raise.
- Suggested activity: Matching a waste forecast to reception capacity at two berths.
- Suggested activity: Running a table-top spill call-out and logging decision gaps.

Capstone Output

Each participant completes a pollution control and reception plan for one port or fleet. It holds a rules map, an inspection findings summary, a reception capacity table, a tiered response chart and a short action list. The plan is used at work to brief boards and authorities.

Frequently Asked Questions

Is ship-source pollution control suitable for directors who are not marine specialists?

Yes. The programme assumes familiarity with port or fleet operations, not engineering training, and builds from the main rules for ship discharges.



Which conventions does ship-source pollution control rest on in this programme?

It rests on MARPOL Annexes I to VI, the Oil Pollution Preparedness, Response and Co-operation Convention and the Ballast Water Management Convention.

How is the plan for ship-source pollution control and port reception used at work?

You use it to brief boards and authorities and to guide reviews of your own reception facilities, inspections and response arrangements.

How does ship-source pollution control differ from a programme on port security?

It centres on discharges, waste reception and spill response, while port security centres on access control, threat assessment and security plans.