



SPREP
Secretariat of the Pacific Regional
Environment Programme



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MOANA TAKA PARTNERSHIP

A Guide for Pacific Island Countries & Territories

October 2020



CHINA NAVIGATION



The Moana Taka Partnership helps alleviate the burden of waste disposal on islands in the Pacific by utilising Swire Shipping vessels to fill empty Swire shipping containers (both the shipping and containers are provided pro bono) with waste to transport to other countries with proper waste disposal facilities, ensuring that waste products from oil, to plastics and aerosols, are properly recycled and processed.



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Our vision: A resilient Pacific environment sustaining our livelihoods and natural heritage in harmony with our cultures.

Moana Taka Partnership: A Guide for Pacific Island Countries & Territories

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Introduction

Pacific Island Countries and Territories (PICTs) have amassed a huge amount of waste, much of it hazardous, including large amount of plastics. These are wastes are washed into the surrounding seas when tropical cyclones and floods occur. Marine litter continually enters the region on ocean currents from stormwater, fishing vessels, cruise ships and container ships.

Considering the challenges faced by PICTs, The China Navigation Company Ltd./ Swire Shipping Agencies, and SPREP signed a Memorandum of Understanding (MOU) on March 20 2018, as part of the Global Recycling Day, to address critical waste management issues in the Pacific Islands under the **Moana Taka Partnership (MTP)** project.

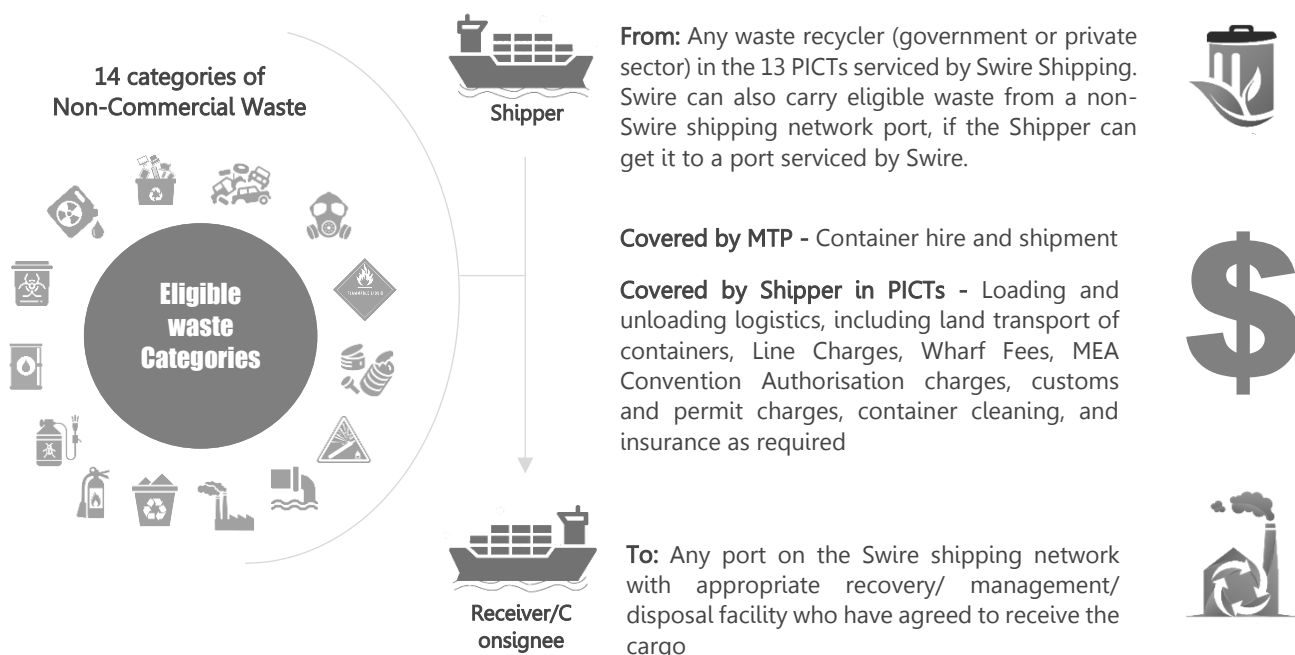
The Moana Taka Partnership helps alleviate the burden of waste on islands in the Pacific by enabling Swire Shipping vessels to utilise empty shipping containers to transport non-commercial recyclable waste from islands. This waste is transported to countries with appropriate waste disposal facilities, ensuring that everything from oil to plastics to aerosols are properly recycled.

This partnership is a critical partnership which facilitates a circular economy, by providing access to waste and recycling infrastructure abroad.

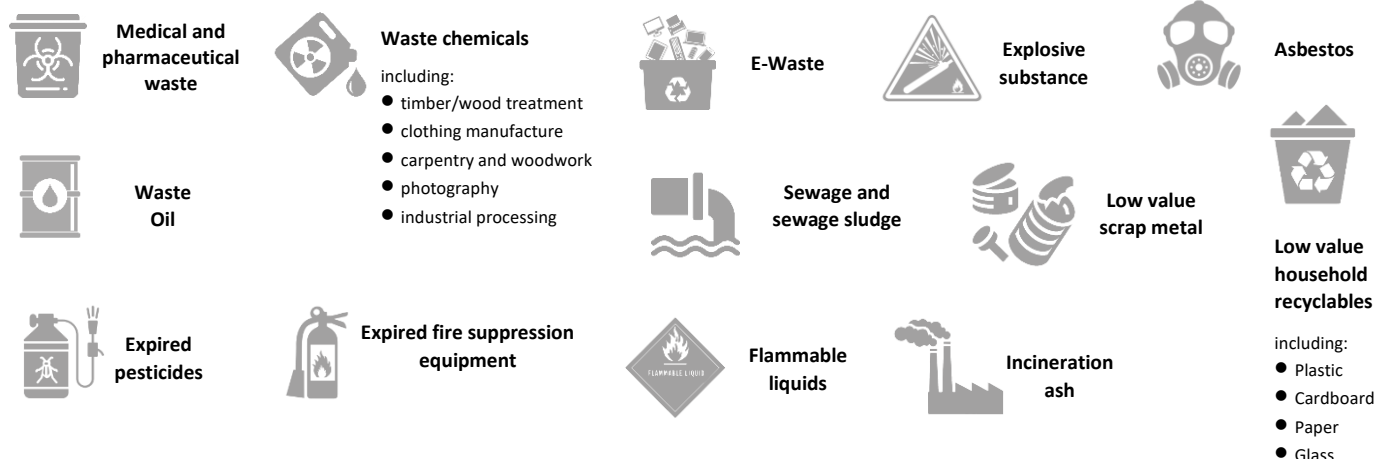
PacWastePlus seeks to increase participation in the Moana Taka Partnership by participating countries and encourages members who are serviced by Swire Shipping to investigate the possibility of using MTP to move stockpiles of non-commercial waste.

What is Moana Taka Partnership?

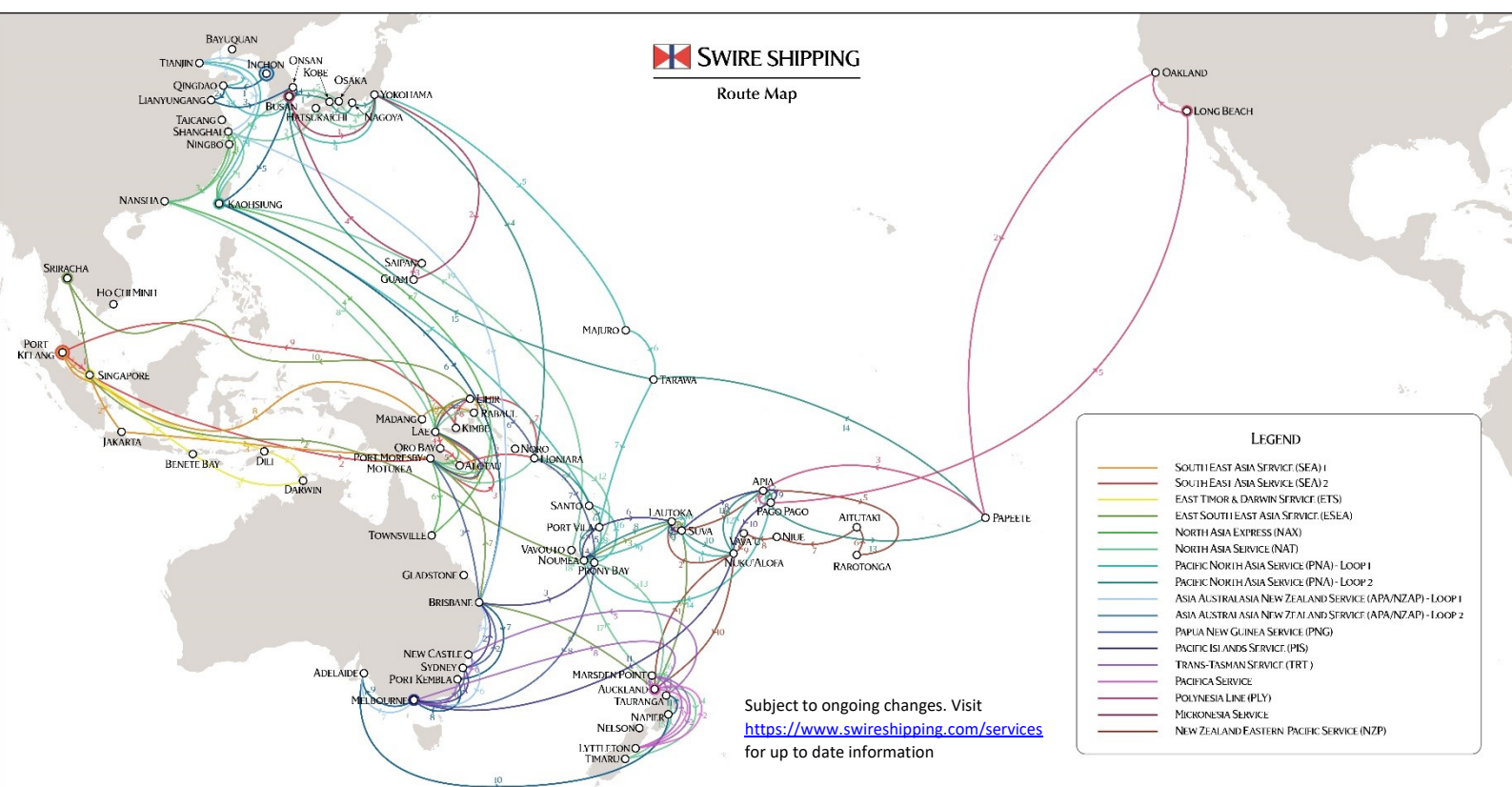
A partnership between The China Navigation Company Ltd./ Swire Shipping Agencies, and SPREP to provide free container hire and free shipment of eligible waste between Swire Shipping serviced ports.



Eligible Waste Categories



Shipping Services



13 PICTs serviced by Swire Shipping:

- American Samoa
- Commonwealth of the Northern Mariana Islands
- Republic of Fiji
- Guam
- Kiribati
- New Caledonia
- Republic of Marshall Islands
- Papua New Guinea
- Samoa
- Solomon Islands
- Tahiti
- Kingdom of Tonga
- Vanuatu

Definitions

Consignee

- The appropriate recovery, management, disposal facility who will receive or purchase the cargo.
- The Moana Taka Partnership refers to the Receiver/Consignee as the Consignee.
- Multilateral Environmental Agreement (MEA) conventions refers to the Receiver/Consignee as Disposer.

Convention Authorisation

- Authorisation forms the prior informed consent concept where the State of Export notifies the State of Import and transit states, providing them with detailed information of the intended movement and the State of Import grants permission through their consent.
- This authorisation is not a single document or permit that can be produced to authorise an activity.

Eligible Waste

- 14 types of Non-Commercial Waste including medical waste, waste oil, pesticides, waste chemicals, e-waste, asbestos, low value scrap metal, low-value household recyclables. (See *extra information on page 5*).

Green Ports

- Initiative regarding improving environmental performance of ports, including energy, logistics, waste, pollution (air and water), invasive species (land and sea). Part of the Green Port initiative can be to provide free or lower Wharf Fees for Moana Taka Partnership (MTP) shipments.
- Contact your local port to ask if they are part of the Green Port initiative. They may subsidise the Wharf Fees for your MTP shipment – in return they can promote their “Green” commitments shipment on social media!

Hazardous Wastes

- Hazardous waste is waste that can have an adverse effect on public health or the environment. Hazardous wastes are materials that exhibit one or more of the following traits: ignitability, reactivity, corrosivity.

- For the MTP, hazardous waste are those covered by the Waigani (and Basel) Convention (covers toxic, poisonous, explosive, corrosive, flammable, eco-toxic, infectious, or radioactive).

Line Charges

- Line Charges are the fees charged by the port for services such as handling charge, biosecurity, container lift-off, documentation, and admin fee.
- The Line Charge is charged at the port of origin and destination.

Local Agent

- Shipping agency who can help you arrange the loading and unloading arrangements for your MTP shipment. Will need to be identified at location of departure AND the destination. On request, Swire can help you identify a Local Agent.

Licences

- Hazardous and non-hazardous shipments will have licence requirements from the State of Export, transit ports and State of Import. Licence requirements will be specific to your transaction, and vary according to: the item being shipped, where it is going, who is going to receive it, transit ports, etc.
- All required licences need to be fully valid for at least four months after date of shipping. Contact SPREP/MTP who can help you determine the licence requirements for your cargo.

MEA

- A generic term for treaties, conventions, protocols, and other binding instruments related to the environment. Usually applied to instruments of a geographic scope wider than that of a bilateral agreement.
- Relevant MEAs for MTP is the Waigani and Basel Convention. Also, Basel, Rotterdam, and Stockholm Conventions (BRS) - if you are a Party to Basel but not Waigani.

Non-commercial

- Non-commercial for the purpose of MTP eligibility is defined as: Waste cargoes that would not otherwise have been shipped (without the assistance of

the MPT), as the cost of container hire and shipping would be close to or greater than the value* of the cargo, and that the waste cargo has not been shipped for profit during the prior 2 years. (See *extra information on page 7*).

Prior Intent Consent

- Where the State of Export notifies the State of Import and transit states providing them with detailed information of the intended cargo and the State of Import grants permission through their consent.
- This declaration is necessary for shipping hazardous wastes.

Relevant Ports

- Any port on the Swire network at the location of the identified appropriate waste recovery, management, disposal facility.

Shipper

- The waste recycler (government or private sector) in any of the 13 PICTs who is sending the cargo.
- MEA conventions refers to the Shipper as Exporter.

State of Export

- Country of departure - Where the Cargo will leave from.
- Important for MEA approvals

State of Import

- Country receiving the shipment - Where the Cargo will go for recovery/disposal.
- Important for MEA approvals.

Swire Network

- Refer map on page 5.

Wharf Fees

- Wharf Fees is the fee charged by a port on passage of cargo or merchandise through it.
- The charge usually relates only for use of wharf and does not include charges for any other service.

How do I Ascertain if my Cargo is Non-Commercial?

“Non-Commercial” waste cargoes are those that without the assistance of the Moana Taka Partnership, would not have been shipped as the **cost of container hire and shipping** would be close to or greater than the **value of the cargo***.

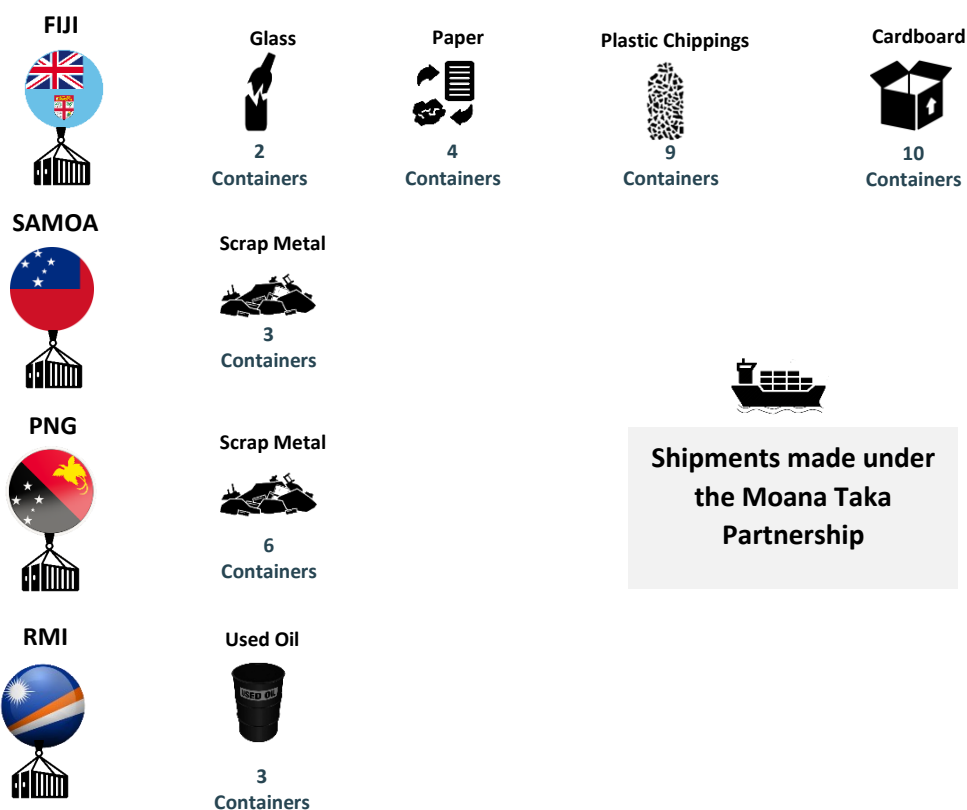
Note: if a waste cargo has been shipped for profit in the prior two years it is regarded as “commercial” for the purpose of determining MTP eligibility.

* **Value of cargo** = Income received by the Shipper (i.e., amount paid by Receiver/Consignee to the Shipper), LESS expenses covered by Shipper (i.e., **expenses associated with the movement** of the waste item AND **fees associated with the collection**) of the waste material

Covered by MTP		* Value of Cargo	
	Container hire	\$250	
	Shipping	\$1,000	
	Total	<u>\$1,250</u>	
		Income received by the Shipper	
		Scrap Metal	
		\$1,300	
		Expenses associated with the movement:	
		Customs and permits	-\$25
		Wharf fees	-\$175
		Land transport	-\$175
		Line Charges	-\$50
		Container cleaning	-\$50
		Licence/Insurance	-\$25
		Collection of material	-\$50
		Fees associated with the collection	<u>\$550</u>
		TOTAL Income – Expenses (*Value of Cargo)	<u>\$750</u>
Moana Taka WOULD COVER this shipment as the cost of container hire and shipping is greater than the value of the cargo (i.e., you, the Shipper, would make a loss on shipment without assistance of MTP).			
		Cost of container hire and shipping	Value of the cargo
			
		\$1,250	\$750
		-	=
			
			\$500

Covered by MTP		*Value of Cargo	
	Container hire	\$250	
	Shipping	\$1,000	
	Total	<u>\$1,250</u>	
		Income received by the Shipper	
		Scrap Metal	
		\$2,300	
		Expenses associated with the movement:	
		Customs and permits	-\$25
		Wharf fees	-\$175
		Land transport	-\$175
		Line Charges	-\$50
		Container cleaning	-\$50
		Licence/Insurance	-\$25
		Collection of material	-\$50
		*Fees associated with the collection	<u>\$550</u>
		TOTAL Income – Expenses (*Value of Cargo)	<u>\$1,750</u>
Moana Taka WOULD NOT COVER this shipment as the cost of container hire and shipping is less than the value of the cargo (i.e., you, the Shipper, would make a profit on shipment even without the assistance of MTP).			
		Cost of container hire and shipping	Value of the cargo
			
		\$1,250	\$1,750
		-	=
			
			-\$500

Who is Using the MTP and for What?



Since the signing of the Moana Taka Partnership in March 2018, The China Navigation Company has shipped approximately **686 tonnes of waste** from Pacific island countries and territories for treatment and recycling in suitable ports in the Asia-Pacific region.



Companies which received shipments:



Visy Plastics

Quang Huy Trading
Production Joint
Stock Company

Lien Minh Import
Export Services and
Trade Co., Ltd

Genuine Recycling
Group Pty Ltd

Genuine Recycling
Group Pty Ltd

Forte International
(M) SDN BHD

Carpenter Global
Pte LTD

Recycle Metal Industries

Salters Cartage limited

Refrigerant Reclaim
Australia



Brisbane

Vietnam

Vietnam

Sydney

Brisbane

Malaysia

Singapore

Brisbane

Auckland

Victoria



Plastic Chippings

Cardboard

Cardboard

Glass

Plastic
Chippings

Paper

Scrap Metal

Scrap Metal

Used Oil

Ozone Depleting
Substances (ODS)



"The Moana Taka Partnership proves positive results can be achieved when Government representatives generate policy that is informed by science and is inclusive of private business activity required to deliver solid outcomes. The people of the Pacific region benefit from a cleaner living environment, which is, crucially, safer for them and their children, and the flora and fauna in their ecosystems, and will concurrently help to drive growth in green tourism revenue."

Simon Bennett,
General Manager,
Sustainable Development,
The China Navigation Company

Case Study

SAMOA



Shipper

Samoa Recycling
Waste Management
Association (SRWMA)

Ferrous and Scrap Metal



Brisbane, Australia



SRWMA followed these steps to arrange this shipment:

- Contacted SPREP to activate the MTP
- Identified facilities to receive the cargo (Receivers/Consignee) using their own networks
- Arranged required Customs and importation/exportation permits and licenses with SPREP assistance
- Arranged loading logistics with a Local Agent who dropped off the Swire containers for SRWMA to load
- Loaded the shipment to comply with inert material loading requirements
- Once loaded, the Local Agent picked up the containers for delivery to the port
- Arranged loading logistics with a Local Agent at the destination port in combination with the Receiver/Consignee
- **Ensured containers were subject to biosecurity checks at both ports**



SRWMA paid approximately **USD\$1,300** for the three containers of scrap metal shipment, broken into the below items:

	USD\$
Transport of empty container to location of waste	130
Transport of loaded container to wharf	130
Origin Line Charges	75
Wharf fees at loading port	225
Customs and importation/exportation permits and costs	50
Destination Line Charges	50
Wharf fees at discharge port	250
Transport of loaded container from wharf to Receiver/Consignee	130
Container cleaning	130
Transport of empty container back to wharf	130
TOTAL	<u>\$1,300</u>



MTP covered the shipment and container hire, amounting to approximately **USD\$3,000**.

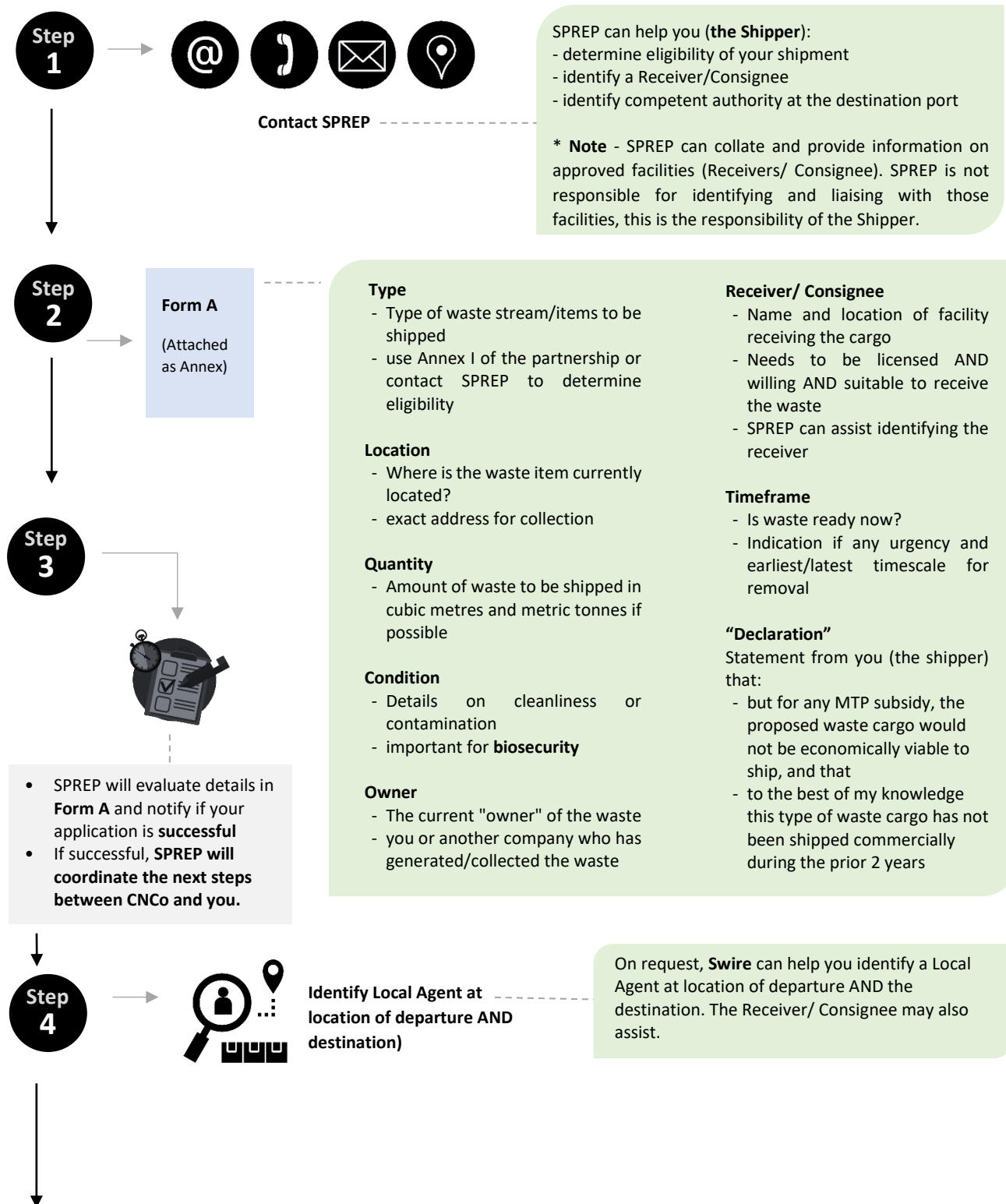


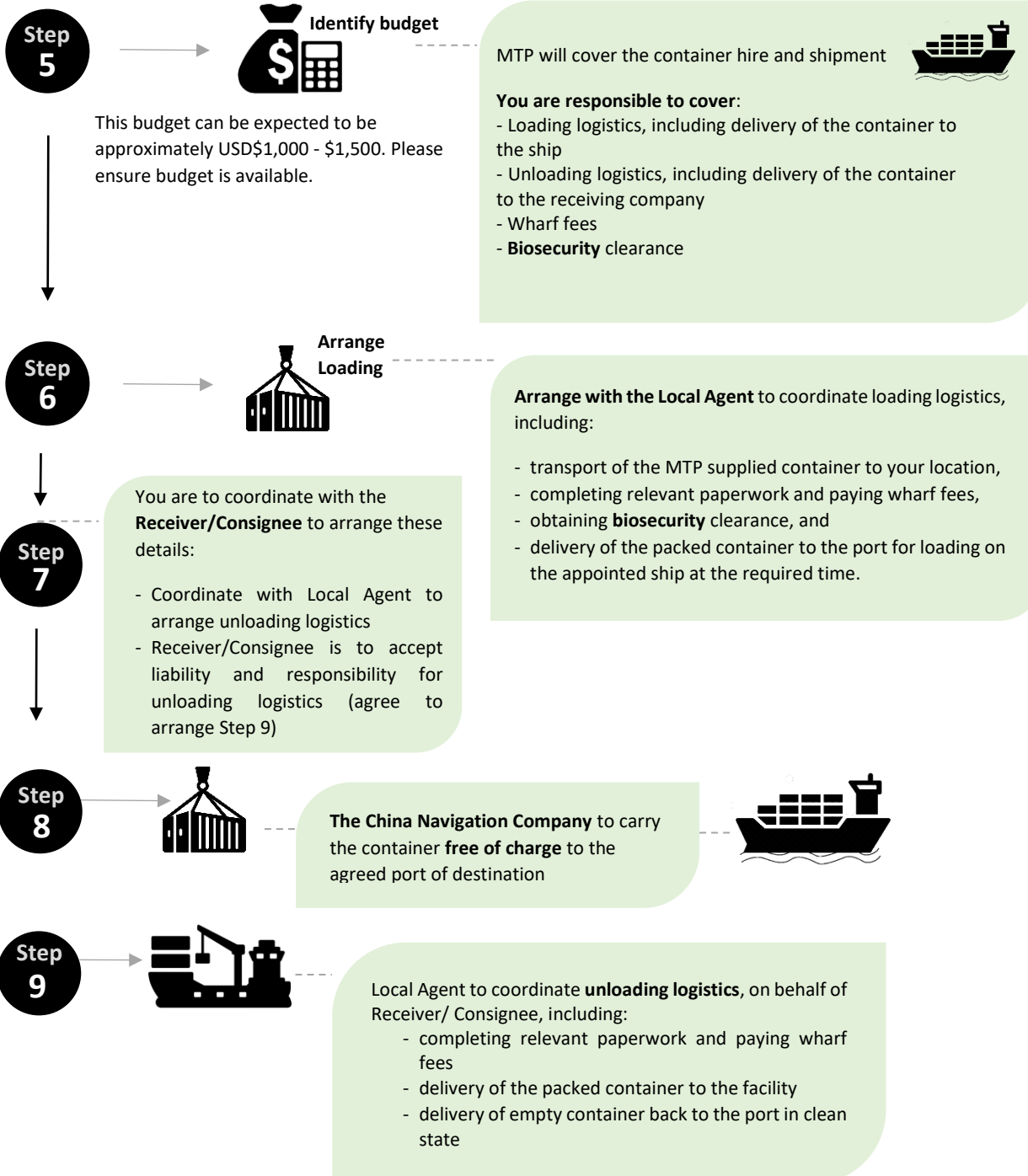
Shipments of waste across boundaries may pose a threat to **biosecurity**, natural resources, and human health & safety.

It is the Shipper's responsibility, **before cargo is shipped**, to ensure appropriate **biosecurity** clearance and required MEA authorisations.

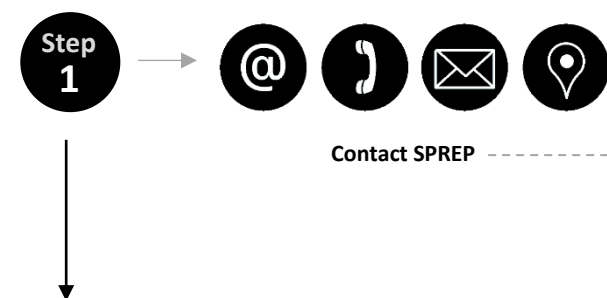
Contact SPREP/MTP who can help you determine the cross-boundary requirements associated with your shipment.

How to Ship **Non-Hazardous** (non-Waigani and Basel Convention) Waste:





How to Ship **Hazardous** (Waigani and Basel Convention) Waste:



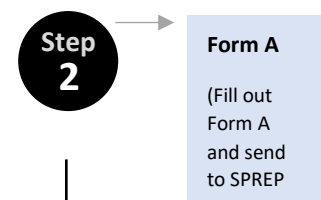
SPREP can help you (**the Shipper**):

- determine eligibility of your shipment
- identify a **Receiver/Consignee** *
- assist with Basel or Waigani authorisation process/requirements and possible MEA charges **
- identify a competent authority at the destination port

Note:

* As Secretariat, SPREP can collate and provide information on approved facilities (Receivers). SPREP is not responsible for contacting or liaising with those facilities, this is the responsibility of the Shipper.

** Need to liaise with Basel, Rotterdam and Stockholm Conventions (BRS) if you are a Party to Basel but not Waigani



Type

- Type of waste stream/items to be shipped
- use Annex I of the partnership or contact SPREP to determine eligibility

Location

- Where is the waste item currently located?
- exact address for collection

Quantity

- Amount of waste to be shipped in cubic metres and metric tonnes if possible

Condition

- Details on cleanliness or contamination
- important for **biosecurity**

Owner

- The current "owner" of the waste
- you or another company who has generated/collected the waste

Receiver/ Consignee

- Name and location of facility receiving the cargo
- Needs to be licensed AND willing AND suitable to receive the waste
- SPREP can assist identifying the receiver/ consignee

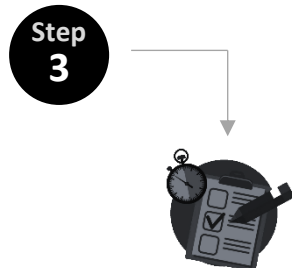
Timeframe

- Is waste ready now?
- Indication if any urgency and earliest/latest timescale for removal

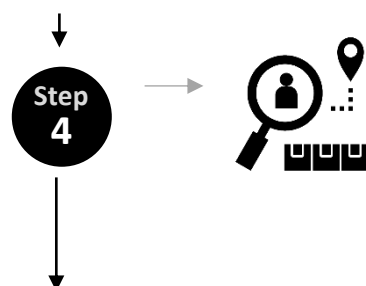
Declaration

Statement from you (the shipper) that:

- but for any MTP subsidy, the proposed waste cargo would not be economically viable to ship, and that
- to the best of my knowledge this type of waste cargo has not been shipped commercially during the prior 2 years

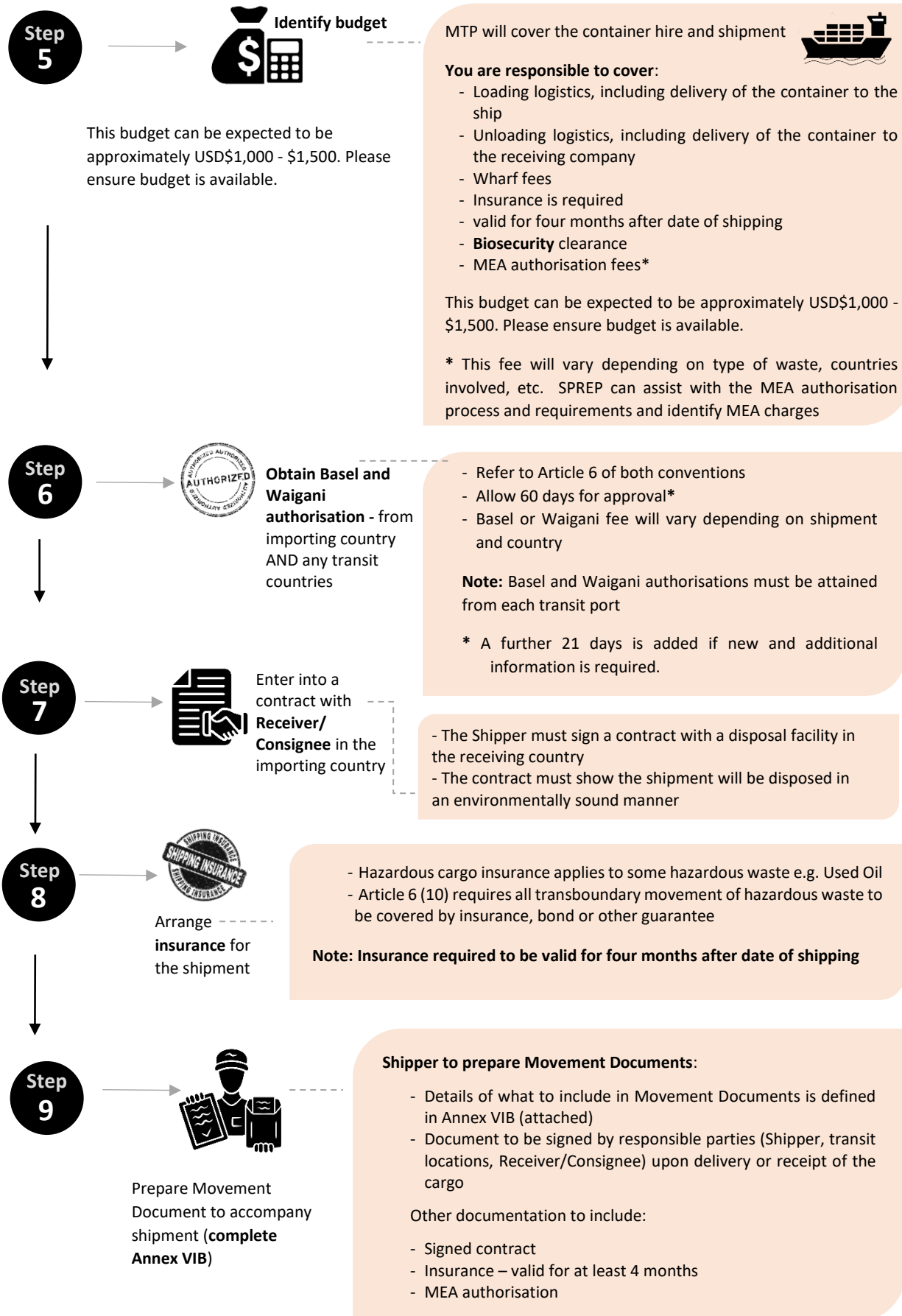


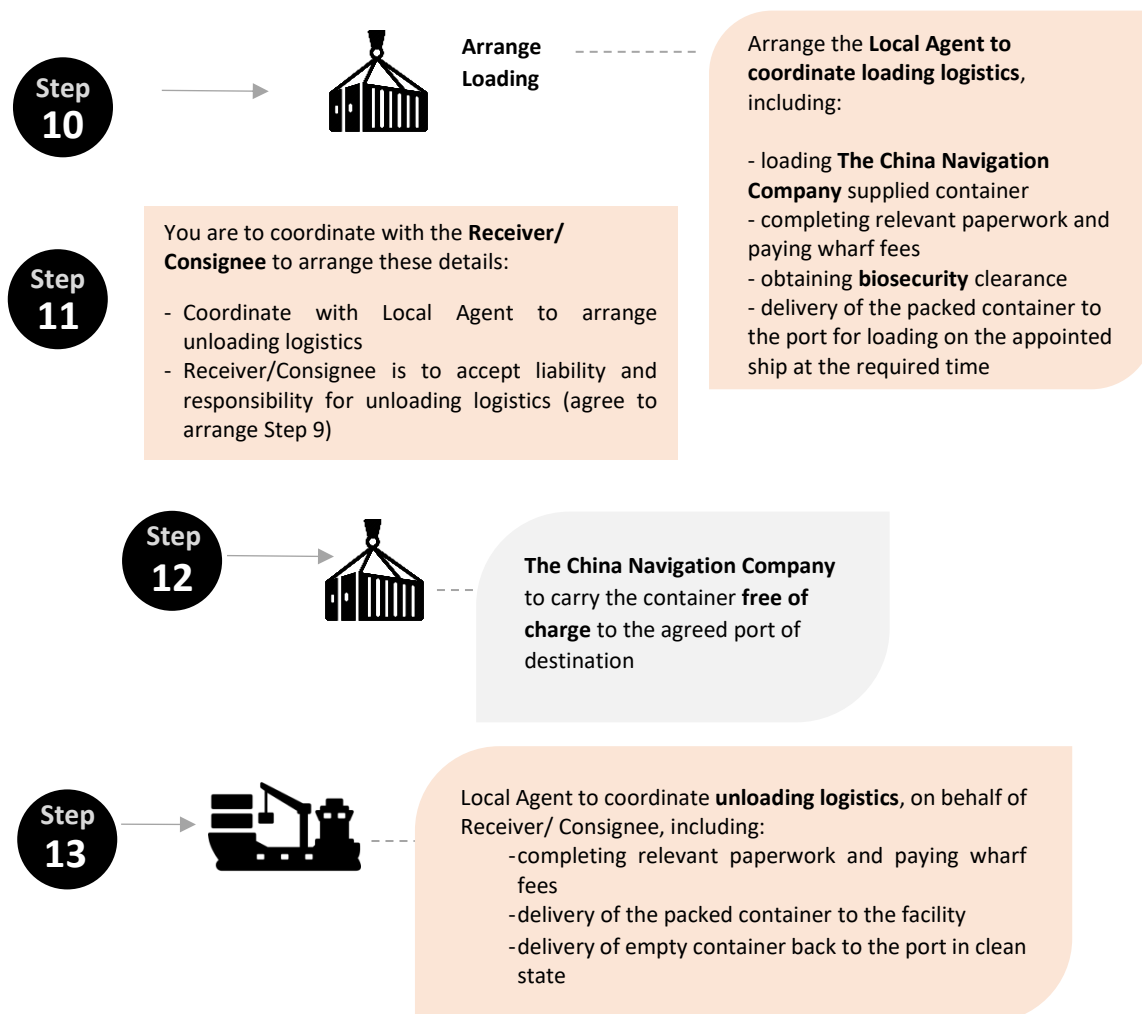
- SPREP will evaluate details in **Form A** and notify if your application is **successful**
- If successful, **SPREP will coordinate the next steps between CNCo and you.**



Identify Local Agent at location of departure AND destination)

On request, **Swire** can help you identify a Local Agent at location of departure AND the destination. The Receiver/ Consignee may also assist.





Further Information

SPREP, Swire Shipping and the Moana Taka Partnership are here to help – let us know the waste items you have, and we will **help you** find a way for it to reach an appropriate recycle market.

For more information about the Moana Taka Partnership please contact:

The Waste Management and Pollution Control division of SPREP,
wmpc@sprep.org or

Swire Shipping Fiji office,
 Virashna Singh
 Sustainable Development Management Associate (PICT)
virashna.singh@swirecnco.com

ANNEXES

Form A

This form is to be filled up by a potential shipper if:

- 1 The exporting country of the potential shipper is a member of SPREP and/or PIF (please refer to Annex III of the MTP charter).
- 2 The waste stream is eligible for shipment (please refer to Annex VI of the MTP charter to determine eligibility).

* *Mandatory fields*

1 Shipper's Particulars	
Name of shipper*	
Contact number(s)*	(O) (HP)
Email address*	
Exporting state*	
Which organisation is your (exporting) state a part of? *	☐ SPREP ☐ PIF
Is your state a ratifier of either the Basel or Waigani Conventions? *	☐ Yes ☐ No
If yes, which convention? *	☐ Basel Convention ☐ Waigani Convention

2 Waste Stream Details	
Type of waste stream (refer to Annex I) *	
Hazardous characteristics of waste stream (refer to Annex II) *	
Value of waste stream (refer to Annex V) *	
Current location of the waste stream*	
Quantity of the waste stream*	m ³ metric tonnes
Condition / cleanliness of the waste stream*	
Owner of the waste stream	
Name of owner*	
Contact number(s) of owner*	(O) (HP)
Email address*	
Is there a timescale for removal of the waste stream from its current location?	☐ Yes ☐ No
If yes, please indicate the earliest or latest timescale.	

3 Waste Stream Recyclers (if known)	
Please fill this section if you are aware of any waste stream recyclers that are:	
(1) competent, <u>and</u>	
(2) licensed, <u>and</u>	
(3) willing, <u>and</u>	
(4) suitable.	
Name of recycling organisation	
Importing state in which recycling organisation is located	
Location of recycling organisation	
Contact details of recycling organisation	
Name of organisation and contact	
Contact number(s)	(O) (HP)
Email address	
Is the recycling organisation aware that you would like to recycle the waste stream at their location?	☐ Yes ☐ No

4 Consignee Details		
Name of consignee*		
Contact number(s)*	(O)	(HP)
Email address*		
Name of consignee's organisation*		

Please submit this form to the SPREP Pollution Adviser and MTP Project Administrator, Mr. Anthony Talouli, Phone +685 21929 Ext 243, Fax +685 20231, Email: anthonyt@sprep.org

Your bid for shipment will be evaluated by SPREP to confirm the eligibility of the waste stream for shipment and identifying the optimal recycling destination in the Asia Pacific region.

By filling up this form, you acknowledge to have read and understood the following:

- 1 The potential port/s of destination for any waste shipment are at the sole determination of CNCo, which will be based on its own shipping schedule, and necessary space available, and the location of suitable empty containers at any time.
- 2 Shippers are advised to avoid specifying "preferred destinations" as destination ports outside the APAC region and/or outside the CNCo shipping schedule routes are very unlikely to be considered.
- 3 It may be that some waste streams cannot be shipped at all to a suitable destination.
- 4 It may be that some waste streams cannot be shipped for some time.
- 5 If the waste stream is accepted for shipment under the MTP, the shipper is required to liaise with the local CNCo Swire Shipping agency to arrange all the loading logistics, and accepts liability and responsibility for these, for the shipment.

Warranty Statement by Shipper

"It is warranted that, but for any MTP subsidy, the proposed cargo would not be economically viable to ship, and that to the best of my knowledge this type of cargo has not been shipped commercially during the prior 2 years"

Submitted by: _____

Date of submission: _____

ANNEX VI B

INFORMATION TO BE PROVIDED ON THE MOVEMENT DOCUMENT

1. Exporter of the wastes. 1/
2. Generator(s) of the wastes and site of generation. 1/
3. Disposer of the wastes and actual site of disposal. 1/
4. Carrier(s) of the wastes 1/ or their agent(s).
5. Subject of general or single notification.
6. The date the transboundary movement started and date(s) and signature on receipt by each person who takes charge of the wastes.
7. Means of transport (road, rail, inland waterway, sea, air) including countries of export, transit and import, also point of entry and exit where these have been designated.
8. General description of the wastes (physical state, proper UN shipping name and class, UN number, Y number and H number as applicable).
9. Information on special handling requirements including emergency provisions in case of accidents.
10. Type and number of packages.
11. Quantity in weight/volume.
12. Declaration by the generator or exporter that the information is correct.
13. Declaration by the generator or exporter indicating no objection from the competent authorities of all Parties.
14. Certification by disposer of receipt at designated disposal facility and indication of method of disposal and of the approximate date of disposal.



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CHINA NAVIGATION

