



The revision of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues

Laurent Prat
Policy Officer, DG MOVE D.2

Joint Short Sea Shipping and Motorways of the Sea
Focal Points and Short Sea Promotion Centres Meeting
Brussels, 21-22 November 2012

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1. A global environmental challenge

- Discharges into the sea of ship-generated waste and cargo residues accounts for about **20% of global discharges**, i.e. about 80% originate from land-based sources;
- The **transboundary dimension of marine pollution** requires action at international / European level for ensuring common environmental standards for ships and ports;
- International convention **Marpol 73/78** regulates legal discharges into the sea and requires Parties to provide **adequate Port Reception Facilities** for ship-generated waste and cargo residues that cannot be discharged;
- **"zero tolerance of illegal discharges from ships"** could only be effectively enforced when there were adequate reception facilities in ports (IMO statement);

2. Purpose of Directive 2000/59/EC

- Brings **international requirements into EU law** as regards PRF for ship-generated waste (Annexes I, IV & V to MARPOL 73/78) and cargo residues;
- Addressed to **all EU ports** and **all ships** calling within the EU irrespective of their flag (except naval / governmental);
- It provides for **additional obligations** notably:
 - the obligation on ports / MS to implement Waste Reception and Handling plans to ensure adequacy of PRF
 - the obligation on ships to use PRF and to contribute to the costs involved, i.e. 'polluter pays principle'

3. Objectives and guiding principles of the revision

- Improve **adequacy** of PRF services
 - Improve **efficiency** of PRF management
 - Improve overall **transparency** of PRF organisation
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- Long-term political goal: “zero-waste maritime transport” [COM(2009) 8 final];
 - Smart regulation: clarify, simplify and adjust the regulatory framework to best meet stakeholders' needs;

4. The main issues to be addressed

- **Shortcomings with the implementation of the Directive**
 - Infrastructure (availability, access, segregation)
 - Management (fee systems, exemption regime)
 - Enforcement (control of deliveries, monitoring, inspections)
- **Changes in the international framework Marpol 73/78**
 - Revised Annex V (garbage)
 - New Annex VI (residues from exhaust gas cleaning systems)
- **Lack of proper collection and exchange of information**
 - No systematic reporting on waste streams collected in PRF
 - Absence of a common information & monitoring system

5. Possible areas for intervention (1/2)

- Updating of some provisions of the Directive in accordance with revised **Marpol 73/78 Annex V (garbage)**;
- Extending the scope of the Directive in accordance with the new **Marpol 73/78 Annex VI (scrubber waste)**;
- Providing for an **annual reporting requirement** on the type and amounts of waste collected;
- Providing for detailed requirements for the development of an **information and monitoring system**, including deadlines for its implementation and possible links with SafeSeaNet and Single Window pertaining to Directive 2010/65/EU;

5. Possible areas for intervention (2/2)

- Best practices for the development, implementation and monitoring of **Waste Reception and Handling plans**
- Ensuring consistency between shipboard requirements for **solid-waste separation** and shore side requirements
- Common interpretations of the criteria for granting and managing **exemptions**
- Providing for common tools and standard practices as regards **inspections and control of deliveries**
- The provisions on cost recovery systems (art. 8) are still **subject to on-going reflection and analyses**

6. Schedule

- Legislative proposal
- Recommendations / guidelines
- Completion of the Impact Assessment, **December 2012**
- Adoption of proposal(s), **first half of 2013**



THANK YOU FOR YOUR ATTENTION!

Laurent.Prat@ec.europa.eu