

Indirect Fee System for the Collection of Ship Waste in Cyprus (Cyprus)

The Cypriot Port Authority, in accordance with National and EU legislation (771/2003 - 2000/59/??) has implemented an 'Indirect Fee System' which means that every ship that enters Cypriot ports is charged a fee that gives it the right to dispose of its waste (solid waste, sludge (from burning of fuel) and sewage), regardless of whether or not the ship will actually dispose of any waste. The charges for solid waste vary depending on ship type:

Type/function of ship	Fee per day (or part of day) at port
Passenger ships	111,22
Container ships	33,40
Ro-Ro	44,51
Bulk cargo ships	29,64
Ferries	37,07
Ships on orders	22,23

MARLISCO is a FP7 project funded by the European Commission.

The views and opinions expressed in this publication are the sole responsibility of the authors and do not necessarily reflect the views of the European Commission.



Ships under construction or entering port for refueling, staff change, food supplies etc.	14,84
---	-------

The quantity of waste that these ships are allowed to dispose of is defined as “reasonable” for the specific type of ship.

The Indirect Fee System provides an incentive for ships to deliver their waste to ports rather than to dispose of them at sea.

It is estimated that every year a total of about 15,400 cubic meters of waste is collected through this system at the three main Cypriot ports (Limassol, Larnaca and Vasilikos). This waste is comprised mainly (about 90%) of waste originating from the preparation of food and other activities taking place in the ships’ bars and restaurants. An additional 2100 cubic meters of sewage and sewage sludge are collected.

The treatment of the collected waste depends on its type. Recyclables are collected separately and sent for recycling, mixed waste is sent for disposal and, where possible, sewage waste is sent to sewage treatment facilities in Cyprus.

Facts

Place / Location	Cyprus
Commencement Date	2005
Duration	Ongoing
Theme	Prevention
Type of Initiative	Policy/Regulation Implementation
Initiated by	Cypriot Government
Involved Stakeholders	Port Authority
Funding/Financial Support	Cypriot Government initially but it is self-funded.
Success Rate	Very Successful
Case Study prepared by	

MARLISCO is a FP7 project funded by the European Commission.

The views and opinions expressed in this publication are the sole responsibility of the authors and do not necessarily reflect the views of the European Commission.



	Petros Dias Environmental Officer, Cyprus Port Authority petros@cpa.gov.cy
Submitted by	Demetra Orthodoxou, Isotech Ltd MARLISCO Partner 12

Available documentation and further information

www.cpa.gov.cy

[back to overview](#)

[Go back](#)

MARLISCO is a FP7 project funded by the European Commission.

The views and opinions expressed in this publication are the sole responsibility of the authors and do not necessarily reflect the views of the European Commission.

