



Stronger (financial) incentives to deliver ship-generated waste at port reception facilities and to discourage dumping at sea

Case Studies collected by the International Conference on Prevention and Management of Marine Litter in European Seas

Global	
Geographical area targeted:	
Scale of Implementation:	Global
Commencement Date:	
End Date	
Objectives:	Prevention of waste from entering the aquatic environment
Type of Initiative:	Command-and Control measures
Type of Marine Litter targeted:	Consumption waste
Location of the litter targeted:	All
Land based sources targeted:	None
Sea based sources targeted	Ships
Brief Description of the Initiative:	<p>The Directive on Port Reception Facilities (2000/59/EC) sets key principles for the fees on ship generated waste (Art. 8): these could make a significant contribution to the costs of port reception facilities and waste management, and at the same time provide no incentive for ships to discharge their waste to the sea. (Under the Directive, fishing and recreational vessels can be exempted, however; ships that make regular port calls, e.g. ferries, can be exempted if they show that they undertake waste management at another port.) EMSA reports that waste management in ports is often carried out by independent entities under contract to the port itself; however, EMSA recommends that port authorities maintain the central control over the waste management system, including the cost recovery system, even if they outsource activities to third entities) EMSA states that the best fee system, in terms of the Directive's principles, is to charge each ship a flat fee irrespective of the amount of waste delivered (possibly setting a limit to ensure that reasonable amounts are delivered). At the same time, some interviewees (e.g. in Barcelona) suggest a system whereby ships have an incentive to not dump at sea - e.g. through fee reductions for higher levels of waste. This can, however, create difficulties in terms of covering the costs of port reception facilities. The Directive also allows reductions in fees for ships with environmental management systems that can demonstrate they produce reduced amounts of waste. In addition, EMSA underlines that PRF fees and basis on which they are calculated should be transparent.</p>
Responsible organizations:	Port authorities
Partner organizations:	Shipping companies; port waste management companies
Financing:	ports, shipping sector
Project URL and other	

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Stopping Marine Litter Together

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Literature:	Directive 2000/59/EC EMSA, Horizontal Assessment Report - Port Reception Facilities (Directive 2000/59/EC), Dec. 2010 Barcelona workshop and interviews