
Moldova - 2014

WASTE TYPES ACCORDING TO MARPOL 73/78

MARPOL Annex	Type of Substance	Requirements
I	Oil	RF required
II	Nox. Liquid Substances	Procedures
III	Harmful Packed Substances	Procedures
IV	Sewage	RF required
V	Garbage	RF required
VI	Emissions	Procedures

LEGAL FRAMEWORK

- MARPOL 73/78
- National Legislation/Regulations
- Port Regulations

PORT WASTE MANAGEMENT

- Management of waste generated onboard ships and cargo residues
- Avoiding daily illegal operational spillages/discharges
  (not accidental spillages)
- Making your ports modern and competitive

PORT WASTE MANAGEMENT

WIN WIN - situation:

- Protection of the Marine Environment
- Strengthen your tourist and fishing industry
- Compliance with international obligations (MARPOL)
- Modern and competitive ports

PORT WASTE MANAGEMENT

EXTERNAL REQUIREMENTS

- International conventions
- Regional commitment
- National legislation
- Port Regulations
- Ship requests for service
- Public image

TRAFFIC AND WASTE ANALYSIS

- Traffic statistics
- Port operations
- Assumptions
- Adjustments of traffic
- Waste calculations
- Future estimates

→ Waste types and volume

→ Design platform for reception facilities

PORT POLICY AND STRATEGY

External requirements
Traffic and Waste
Port Policy and Strategy
Information and Communication
Reception Facilities
Economy
Implementation Plan

- Ownership of facilities
- Operation by own staff or contractor
- Cost Recovery principles
- Service level (waste type/volume acceptance)

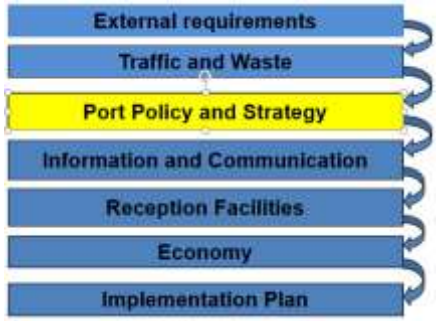
Ownership and Operation

A port owned and operated system

A port owned and privately operated system

A private owned and privately operated system

Operator/ Owner	Port	Port + Private operator	Private operator
Port	+	+	+
Port + Private operator	-	+	+
Private operator	-	-	+



Cost Recovery principle

Indirect Fee: Fee paid by all ships dependent of the size of the ship, regardless of delivery of waste.

Direct Fee: Real costs of individual collection service provided in the Port only paid when used

SERVICE LEVEL

- External requirements
- Traffic and Waste
- Port Policy and Strategy
- Information and Communication
- Reception Facilities
- Economy
- Implementation Plan

Volume and types of waste

Service hours

Collection system

Major constraints

Difficult for the Port Management to define policies and strategies

Ports afraid of being less competitive and therefore a tendency to choose "easy solutions"

Solutions

Involve stakeholders in the port in the PWM process through workshops and working meetings

Port Management readiness to change policy and strategy during the planning process

INFORMATION AND COMMUNICATION

- Information to ships/agents
- Information to authorities/public
- Waste declaration/notification (effective operation)
- Communication during operation
- Data registration

RECEPTION FACILITIES

Based on Traffic & Waste Analysis and the logistics of the port

1. Collection
2. Treatment
3. Final disposal

- Collection
  - By truck or barge
  - Collection by waste type/operator

- Treatment and Disposal
  - Selection of concept
  - Optimisation of costs
  - Design – tender - implementation

Oily Water Treatment Plant Szczecin, Poland

ECONOMY

Financial feasibility

COSTS:

Financing & Capital Costs

Operational costs

COST RECOVERY (revenues):

Waste fee

Revenue of recovered oil

USERS ACCEPTANCE

Ships prefer that ports have an organised Waste Management System

They prefer to deliver waste in ports instead of dumping

The ”Good Guys” already pay

The ”Bad Guys” dumping today often prefer to join the ”Good Guys” club

Sharing the costs makes it cheaper for the ”Good Guys and reasonable for the ”Bad Guys”

MAJOR CONSTRAINS

Ports sees a waste fee as a new cost for the ships. In reality they often already pay, but often to the operators without Port Authority's knowledge

Solutions

With indirect fees
a reasonable fee level is achieved.
Ships operate on equal conditions.
Promote waste collection services as part of your being a modern port

IMPLEMENTATION PLAN

Actions to be implemented

Responsibilities

Resources required

Time schedule

SO - WHAT IS NEEDED IN THE PORT:

Annex 1: Adequate reception facilities for
oily bilges/sludges from machinery space
oily ballast/wash water (depending on type of port operations
oily sludge collection from dry dock (if present)

Annex 4: Sewage collection if requested (not likely, but procedure should be in place)

Annex 5: Garbage collection (probably existing today)

- Efficient waste notification system
- Transparent cost recovery system
- Clear ship waste handling procedures (port waste management manual)
- Contractual framework if external operators are used

Roadmap to compliance and efficient ship waste handling

1. Assessment of port waste reception facilities
(questionnaire, analysis and recommendations)

1. Port strategic decisions
(management (port/gov.), clarifications, scenarios, recommendations and conclusions)

3. Preparation of a PWM Operational Manual
(uniform template for Operational Manual for the whole region)

4. Port Waste Management implementation plan
(Prepare plan for implementation with key milestones)

5.Contractual framework (private sector involvement/BOOT)
(if PS is involved, prepare contractual framework – service contract along with manual. Exclusivity to operate and long concession period is needed if BOOT model is used)

Thanks for your attention

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PORT ENVIRONMENT

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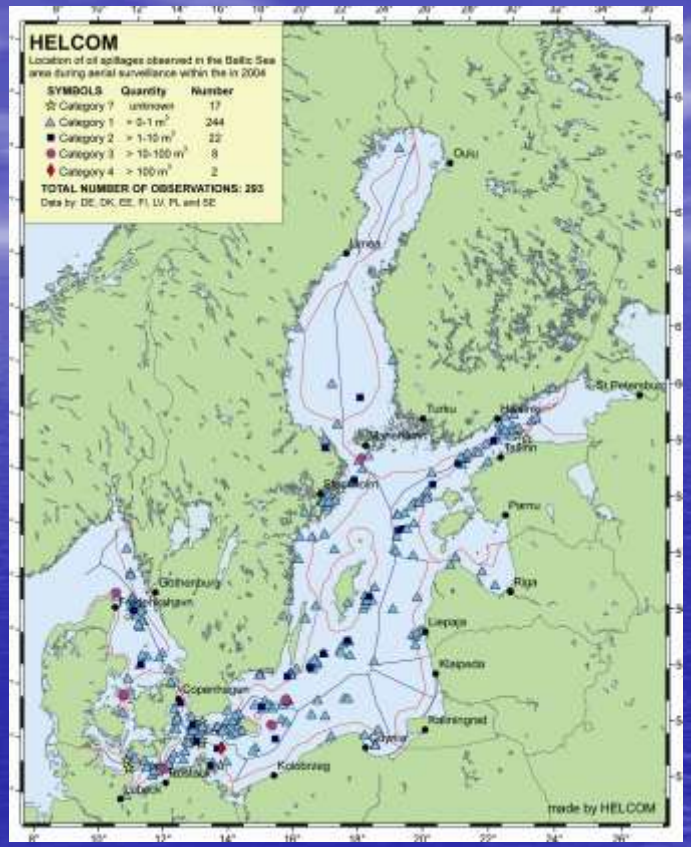
BALTIC


HELCOM
Location of oil spillages observed in the Baltic Sea area during aerial surveillance within the in 2004
SYMBOLS Quantity Number
Category ? unknown 17
Category 1 < 0-1 m³ 244
Category 2 > 1-10 m³ 22
Category 3 > 10-100 m³ 8
Category 4 > 100 m³ 2
TOTAL NUMBER OF OBSERVATIONS: 293
Data by: DE, DK, EE, FI, LV, PL and SE
Oulu
Turku
Tallinn
Parnu
Riga
Liepaja
Klaipeda
Kaliningrad
Gothenburg
Copenhagen
Kolobrzeg
Lubeck
St.Petersburg
made by HELCOM