

Responsibilities of Countries:

- Create a robust legal system and adequate implementation, adequate inspection and control system, aerial surveillance, investigation and sanctions /penalty systems, claims and compensation systems, etc.
- Identification of particularly Sensitive Sea Areas to be avoided and use another areas in safety conditions
- Implementation of Vessel Traffic Services (VTS), Automatic Identification Systems (AIS) ECDIS

Responsibilities of Countries:

- Establish and implement prevention and response to pollution policy, including local and/or national contingency plans
- Establish and implement a policy on use of specialized service ships, response equipments, response plans as preventative and response measures
- Preparedness and provision of navigational aids, dedicated softwares

Port involvement and responsibilities

- To create available Port Reception Facilities system able to collect all kinds of ship generated waste and cargo residues.
- Reduction from fees if the ship's environmental management, is such that, the quantities of waste on board is reduced (green ships) and for liner ships.
- To create a receiving and monitoring Notification system.

Port involvement and responsibilities

- Externalizing of PRF activity, only on the basis of contracts with specialized and authorized private companies.
- Create, implement and update Port Waste Management Plan

Cost recovery

- All sea going ships calling at a port, shall *contribute* to the cost of PRF, irrespective of the actual use of the facilities.
- The part of the costs which is not covered by the fee, if any, shall be covered on the basis of the types and quantities of ship-generated waste actually delivered by the ship.
- Port administration under approval of the state may give a *reduction from fees* if the ship's environmental management, design, equipment and operation are such that, the quantity of waste on board is reduced (for green ships and for liner ships)
- Sanitary dues- if/when necessary

Inspections

- Implementation of Port State Control and, or Harbour Master control.
- Countries have to take all necessary measures (control working procedures) that any ship to can be subject of an inspection.
- Particular attention to be given to ships which have:
 - not complied with the Notification, or
 - notified suspicious or wrong information.
- Inspections have to be undertaken within the framework of Port State Control and/or prevention pollution Harbour Master's control.
- Whatever the framework of the inspections must be minimum 25% from the total of sea going ships alongside berthed.

Instruments to stimulate the discharging of waste

- As long as delivering of waste is an obligation – no necessary instruments to stimulate discharging to PRF
- **Any way, it can be:**
 - Smaller fees
 - Exceptions to pay cost of fee for ships which are doing better handling waste - green ships.
 - Not delivery restrictions regarding types and quantities of waste

Monitoring, inspections and punishment system for ships which are not complying with the requirements

Statistics and data registration

- **Registration of:**
 - - Notifications sent prior to arrival
 - - Total number of arriving ships
 - - Number of deliverings (percentage)
 - - Types and quantities of waste delivered
 - - Violations of the rules (number and percentage of ships)

Contractual framework

- Each external port operator can work only under contractual conditions signed with port administrations
- Only specialized and authorised port operators can be involved in PRF activities, can do this activity
- Recommended that all cost of waste recovery to be covered by the fee (direct or indirect fee)
- Port operators to be able to cover all ships delivery necessities (to collect all ships waste)