



GOBIERNO
DE ESPAÑA
MINISTERIO
DE AGRICULTURA, ALIMENTACIÓN
Y MEDIOAMBIENTE

EsMarEs

Estrategias Marinas de España,
protegiendo el mar para todos

*No special fee system for ship-generated
waste delivery in Spanish ports*

Tirana, 19-20 July 2016

estrategías marinas

No special Fee system for ship-generated waste delivery in ports (Existing measure E000001 - Program of Measures - Spanish Marine Strategies)

Competent Authorities:
Public Agency Ports of the State
and Port Authorities



Source: www.puertos.es

Background

The State-owned Spanish Port System



Spain has 8.000 km of coastline. It's geographical location has historically become strategic in terms of international shipping

The State-owned Spanish Port System includes **46 ports of general interest**, managed by 28 Port Authorities, whose coordination and efficiency control corresponds to the **government agency Ports of the State**. This Agency is under the Ministry of Public Works, and is responsible for the implementation of the policy on ports of the Government

In Spain ports play an important linking role in the logistics and transport chains:

- they handle nearly 60% of exports and 85% of imports
- this represents 53% of Spanish trade with the European Union and 96% of Spanish trade with third countries

Port activity contributes with 20% of transport sector's Gross Domestic Product (GDP), 1,1% of Spanish GDP. It generates 35.000 direct jobs and 110.000 indirect jobs



Annex V MARPOL Convention

Art.14 Prevention and Emergency Protocol: *Reception facilities, including facilities for pleasure craft, meeting the needs of ships, shall be available in ports and terminals of the Parties*

Art 9.5. ML Regional Plan: *explore and implement to the extent possible ways and means to charge reasonable cost for the use of **port reception facilities** or when applicable apply No-Special-Fee system*

- PORT RECEPTION FACILITIES: any facility (fixed, floating or mobile) capable of receiving ship-generated waste or cargo residues (including MARPOL Annex V)

Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues

- Aim: reduce the discharges of ship-generated waste and cargo residues into the sea, specially illegal discharges by improving availability and use of PRF
- Scope:
 - all ships, including fishing vessels and recreational craft, irrespective of their flag, calling at or operating with a port of a Member State (exc. Warships, other on Government non-commercial service)
 - All ports of the Member States normally visited by those

Requirements:

- Ensure the availability of PRF adequate to meet the needs of the ships normally using the port without causing delay to ships
 - PRF capable of receiving the types and quantities of wastes from ships normally using that port
 - Waste Reception and Handling Plan (detailed description of reception procedures and charging system, procedures for reporting inadequacies of PRF)
- Notification* to the port authority 24 h prior to arrival
- Obligation to deliver all ship-generated waste to a PRF before leaving the port
- The ship may be subject to an inspection

*excluding fishing vessels and recreational craft authorized to carry no more than 12 passengers

- The cost of PRF for ship-generated waste, including treatment and disposal of the waste, shall be covered through the collection of a fee from ships
- The cost recovery system chosen shall provide NO INCENTIVE for ships to DISCHARGE their waste INTO THE SEA. Principles:
 - All ships shall contribute to the cost irrespective of actual use of the PRF
 - The part of the fee not covered, if any, shall be covered on the basis of types and quantities actually delivered by the ship
 - Fees may be reduced if the ship demonstrate to have a good waste management on-board reducing wastes generated



- ❑ Royal Decree 1381/2002 on port reception facilities for ship-generated waste and cargo residues, transposing Directive 2000/59/EC
- ❑ Legislative Royal Decree 2/2011 (sectorial Law on Ports and Commercial Shipping).

Art. 132: COST RECOVERY SYSTEM: a **compulsory no-special-fee** is applied to ships visiting Spanish ports, irrespective of the amount of waste they deliver

- ✓ The fee gives them the right to deliver **all wastes** included in annex I and V of the MARPOL Convention with no additional cost, during the first 7 days at the port
- ✓ It is calculated referred to the size of the vessel (**gross register tonnage**) and not referred to the volume of wastes delivered

❑ Calculation: Fee = R x coefficient

R = 80 euros

Coefficients:

$0 - 2.500 \text{ GT} = 1,5$

$2.501 - 25.000 \text{ GT} = 6 \times 0,0001 \times \text{GT}$

$25.001 - 100.000 \text{ GT} = (1,2 \times 0,0001 \times \text{GT}) + 12$

$> 100.000 \text{ GT} = 24$

❑ Exemptions:

- ✓ Fishing vessels: daily fleet
- ✓ Recreational craft authorized to carry no more than 12 passengers

- There are some reductions in the fee that increase the incentive
 - ✓ **20%** reduction for ships with a certificate from the Maritime Authority of reduced generation of wastes on-board
 - ✓ specific reductions for regular short distance traffic, when all wastes have been delivered in other port of the route and the ship has enough storage capacity:

$$100 \times [1 - (0,30 / (n-1))]$$

n= average number of different ports visited in 7 days, provided that $n \geq 2$

They pay the total fee in the port they are delivering their wastes

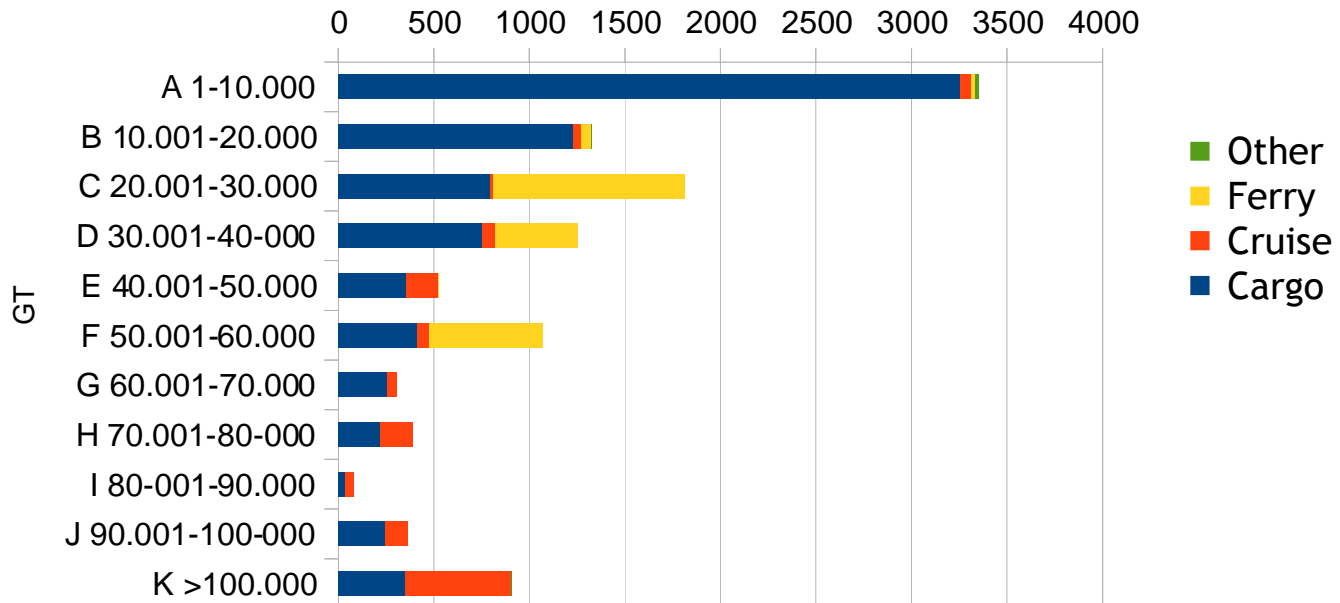
- ✓ Other discounts per m^3 , above a minimum volume of wastes delivered, that the Port Authority can decide, in a framework of legal competition among ports

- ❑ In the whole State-owned Spanish Port System the quantities delivered have changed from **50.000 m³** a decade ago to numbers above **600.000 m³** in present time (including MARPOL I and V)

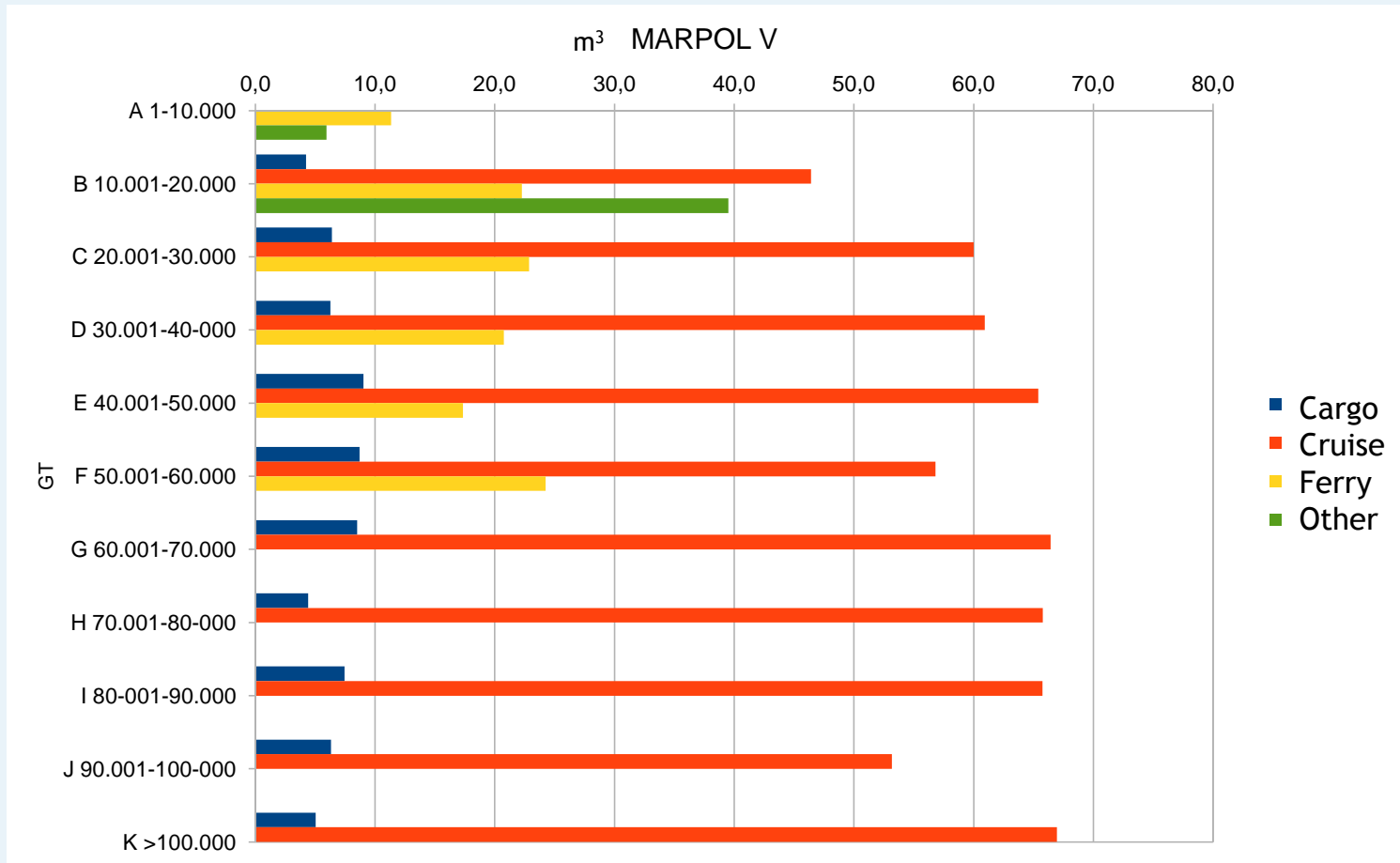
- ❑ MARPOL Annex V wastes delivered (2014 data): **250.000 m³ /year**
 - * Mediterranean ports: 145. 000 m³ /year
 - * Canary Islands ports: 50.000 m³ /year
 - * OSPAR area ports: 55.000 m³ /year

MARPOL V

Number of calls delivering residues



Example of a Spanish Port (2014 data)



Extension of the no-special-fee system to the ports managed by regional authorities

(New measure BM1 - Program of Measures - Spanish Marine Strategies)

Ports of Catalunya is considering this concept, also with an exemption for recreational and fishing vessels)

Thanks for your attention



EsMarEs

Estrategias Marinas de España, protegiendo el mar para todos

Source: www.portdebarcelona.cat