

The concept of the port reception facilities system

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Objectives

- Setting up a comprehensive, efficient and harmonized port reception facilities system fully in line with the EU Directive
- Ensuring a uniform interpretation and implementation of the Croatian legal regime
- Introducing as the main component of the cost recovery regime a generalized, harmonized, transparent and effective indirect fee payment
- Enhancing the technical efficiency and economic viability

The background

- The Croatian specificities
- The existing legal regime
- The existing PRF system
- The nature of the maritime traffic
- The volume of the ship generated waste

A comprehensive PRF system

- The proposal is based on the existing legal framework which by itself is a comprehensive approach
- Although the proposal aims mainly at introducing the indirect fee regime that proposal is foreseen within the broader context of a comprehensive PRF system
- The collection of waste from fishing vessels will require a specific study and specific measures

The scope of the system

- Ships

- Prior notification (except fishing vessel - ships below 12m/15GT/12 pers.)
- Obligation of delivery
- Obligation of payment (except fishing vessel)

- Ports

- Ports open to public
- Special purpose ports
- Marinas

- Outside ports

- Transport, storage, treatment and final disposal

The cost recovery regime

- To keep as is the cost recovery regime for the marinas , the special purpose ports and for the cargo residues
 - Marinas : indirect fee regime, fee incorporated into the port due
 - Special purpose ports : direct fee regime
 - Cargo residues: direct fee payment
- To introduce for the ports open to public traffic a generalized and harmonized indirect fee regime for the collection of ship generated waste

The indirect fee regime

- All the waste delivery is included in an indirect fee
- The ships/agents will have to deal only with the Port Authority
- The Port Authority will collect the waste fees from the agent/ship
- The Port Authority will pay the waste operators for the services provided
- The tariffs will be fixed by the Ministry on the basis of proposal put forward by the Port Authorities and following negotiations with the waste operators

The main issues to be address

- The strengthening of the role of the Port Authorities
- The contractual framework between the Port Authorities and the waste operators
- The calculation of the fees and the compensation of the waste operators
- The special and exemption regimes
- Integrating the shipboard and landside waste management practices (segregation of waste)
- The development of guidelines to ensure a uniform interpretation and implementation of the system
- The regional cooperation

The main consequences/changes

- The Port Authorities will have a major role and will see an increase of their functions and responsibilities
- A significant change in the contractual relationship between the Port Authorities and the waste operators
- The responsibility of keeping the service of handling the ship generated waste efficient and cost effective will be with the waste operators

The financial impact

- Negligible for the Ministry of the Sea, Transport and Infrastructure and for the Ministry of Environment
- Significant for the ports open to public traffic which will have to develop new capabilities to carry out new responsibilities. However such operational costs shall be covered by the new cost recovery regime
- The waste operators will have to ensure that the services they will offer/provide will fulfil the requirements and be up to the standards that may require investment which should be compensated under the new recovery system

The expected benefits

- An incentive for the ships not to discharge at sea
- For the users a simplified and straightforward system
- For the waste operators clear contractual and financial arrangements
- Harmonization of the tariffs
- Tools for accurate assessment of the needs
- A mechanism for calculating fees and tariffs (optimization)
- With the time reducing the tariffs (increase the competitiveness of the ports)
- With the time improving the efficiency and the cost effectiveness of handling ship generated wastes