



INFOSHEET: PORT RECEPTION FACILITIES DIRECTIVE PROPOSAL

OVERVIEW

THE EU COMMISSION PRESENTED IN JANUARY ITS STRATEGY FOR PLASTICS WITH THE AIM OF REDUCING PLASTIC WASTE. AS PART OF THIS STRATEGY, THE EC HAS ALSO PUBLISHED THE PORT RECEPTION FACILITIES DIRECTIVE PROPOSAL. THE TEXT INTRODUCES MEASURES TO REDUCE MARINE LITTER AND ESTABLISHES AN INDIRECT FEE SYSTEM FOR WASTE DELIVERY

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The EU Commission has published its first Strategy for Plastics as part of its efforts to reduce resource waste and promote the development of a circular economy. Among the policy and legislative initiatives, the EC has included a proposal for a new **Port Reception Facilities Directive**. This new EU law updates **Directive 2000/59/EC** which implements the IMO **MARPOL Convention**. As MARPOL has been updated and strengthened during the last 17 years with several amendments, Directive 2000/59/EC fails to be in line with the international legislation.

By updating the regulatory framework, this Directive Proposal aims to achieve a higher level of protection of the marine environment by reducing waste discharges at sea, as well as improving the efficiency of maritime operations in ports by reducing the administrative burdens.

The Directive Proposal shall apply to "**all ships, irrespective of their flag, calling at, or operating within, a port of a Member State, with the exception of any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on a government non-commercial basis**"; and in "**all ports of the Member States normally visited by ships falling under the scope of point**".

The text obliges Member States to ensure the availability of port reception facilities adapted to the port traffic needs. This involves both the infrastructure and the administration to adequately and efficiently manage ships' waste. The Directive proposal also imposes on ports the obligation to develop a waste reception and handling plan after ongoing consultations with the port users.

Regarding the delivery of waste, ship masters should complete and notify the form for a waste delivery to port reception facilities:

- at least 24 hours prior to arrival, if the port of call is known;
- as soon as the port of call is known, if this information is available less than 24 hours prior to arrival;
- at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours;

A very important change is the **proposal for a new indirect fee system for waste delivery**. If this provision was made law, it would mean that all ships would pay for the total cost of waste delivered in ports, regardless of whether they deliver any waste. This indirect fee would cover the indirect administrative costs, as well as a significant part of the operational costs linked to the waste delivery and disposal. The text also includes a series of exemptions that would apply to vessels engaged in scheduled traffic with frequent and regular port calls.

The Directive Proposal has just begun the EU-law making process, this means it still has to be discussed and approved by both the EU Parliament and Council that should agree on a common text.

If you wish to obtain more information on this issue contact the **ETA Secretariat**

