Jordi Vila Martinez
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BIOGRAPHY

Jordi Vila is biologist and Master in Engineering and Environmental Management, with over 25 years professionally engaged in the environment sector; he has held positions of environmental management and corporate social responsibility in different organizations.

He was Director of Sustainability and CSR in a leading real estate and hotel sector in Spain, dedicated to the development and operation of residential resorts with hotel and sports infrastructure. Member of the Steering Committee and reporting to the Director General, he has been responsible for environmental planning, sustainable design and energy efficient exploitation of resorts and hotels.

He has deep knowledge of port management and port environmental management. He was Director of the Environmental Department of the Port Authority of Barcelona, from 1995 to 2004, and resumed from 2012 to the nowadays. Their functions range from the field of sustainability to control air quality, port water quality, and the control of many others activities carried out in the harbor. Port has represented numerous conferences, seminars and job fairs . During this period he represented the Port Authority of Barcelona in many conferences and events. He has taught at the University of Barcelona and the Polytechnic University of Catalonia offering courses on port management and environmental sustainability. He has been the Spanish State representative in the Environmental Protection Committee of the International Maritime Organization. He has participated in working groups of PIANC, Association Villes et Ports and ESPO, among others. He was one of the founding members of the European ports network, Ecoports, as representative of the Port of Barcelona.

He has been a strategic freelance consultant on environmental issues, whose projects include technical assistance to an organization in charge of managing a logistics park in environmental policy based on energy efficiency of logistics warehouses and implementation of improvements in fleet efficiency transport. He also has been responsible for the Environmental Area of an international consultant in infrastructures and logistics, with some strategic environmental assessments of infrastructure projects in South America.

He has also experience in local government. He served for 6 years as Head of Environmental Services in a town of more than 50,000 inhabitants.

1. INTRODUCTION

The Port Reception Facilities for ship waste in ports under the International Convention for the Prevention of Pollution from Ships (1973) is a service of great importance to the port and to ships.

The correct functioning of this service avoids the widespread practice in previous years of the dumping of waste into the sea and is therefore a pillar of efforts to improve the quality of marine waters.

2. SERVICE PROVIDERS IN BARCELONA

In the port of Barcelona, the ship solid waste collection service is provided by three companies. The service of collection of oily liquid waste is provided by two companies.

The concurrence of competence in the provision of services guarantees the quality of the service.

3. SYSTEM OF RECOVERY OF COSTS IN SPANISH PORTS

Since 2010, Spanish ports have adopted the 100% indirect system to cover service costs. The main features of this system are next:

- All the vessels pay a fee regardless if they deliver or not. This fee permits to discharge all waste of annex I & V (with the exception of solid cargo residues) of the MARPOL Convention without a volume limit.
- This fee is calculated according to the vessel GT, regardless of the kind of vessel. Same tariff for all Spanish ports.
- The Port Authority pays the operator on the basis of actual volumes delivered.
- The 100% NSF was enforced by the new law of 2010. Before that, the system was direct: the vessel paid directly to the MARPOL operator.

This system encourages the delivery of waste in port and effectively avoids the risk that some of this waste may end up in the marine waters. However, this system also involves dysfunctions that must be considered and improved. These dysfunctions include:

- The mismatch of the balance between revenues and expenditures of Port Authorities due to the delivery of high volumes of solid waste in passenger ships.
- The high costs of the management of hazardous waste for the companies that provide the service.

For this reasons, it is essential that this system incorporates limits on the volumes of waste to be discharged into the system to avoid these problems of balance of revenues and costs for Port Authorities and for providers.

Recently, in 2017, changes have been incorporated in the system of Spanish ports that seek to alleviate these dysfunctions.

Another problem is the implementation of different systems in European states, which causes unwanted cross-effects, such as the concentration of residues on board for unloading in ports with more favorable cost systems for the ship.

4. THE SERVICE IN BARCELONA

The solid waste reception service in Barcelona has been providing since the 1930s and the oily liquid waste since 1992.

At present, service coverage more than 90% of the calls for solid wastes and the 30% of calls for liquids. These are much higher than those before the introduction of the indirect cost recovery system.

In 2016, a control of the provision of the service was implemented by an independent company that verifies the volumes received in each and every one of the services provided, as a guarantee for the Port Authority to make the payment of the services to the providers.
Parallel to this control, volume limits have been established to be discharged within the fixed tariff for solid waste that affects cruise ships.

5. DIRECTIVE REVISION

In the review of the European directive it is necessary to ensure:

- ✔ Harmonization of systems in all member states to avoid cross-effects that harm Port Authorities or providers.
- ✔ Limit the maximum volumes to be downloaded within indirect tariffs
- ✔ Give a differentiated treatment to hazardous solid waste that requires a more expensive and complex management than other solid wastes