Port Reception Facilities

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GREEN PORT CRUISE 2017, AMSTERDAM

Port de Barcelona

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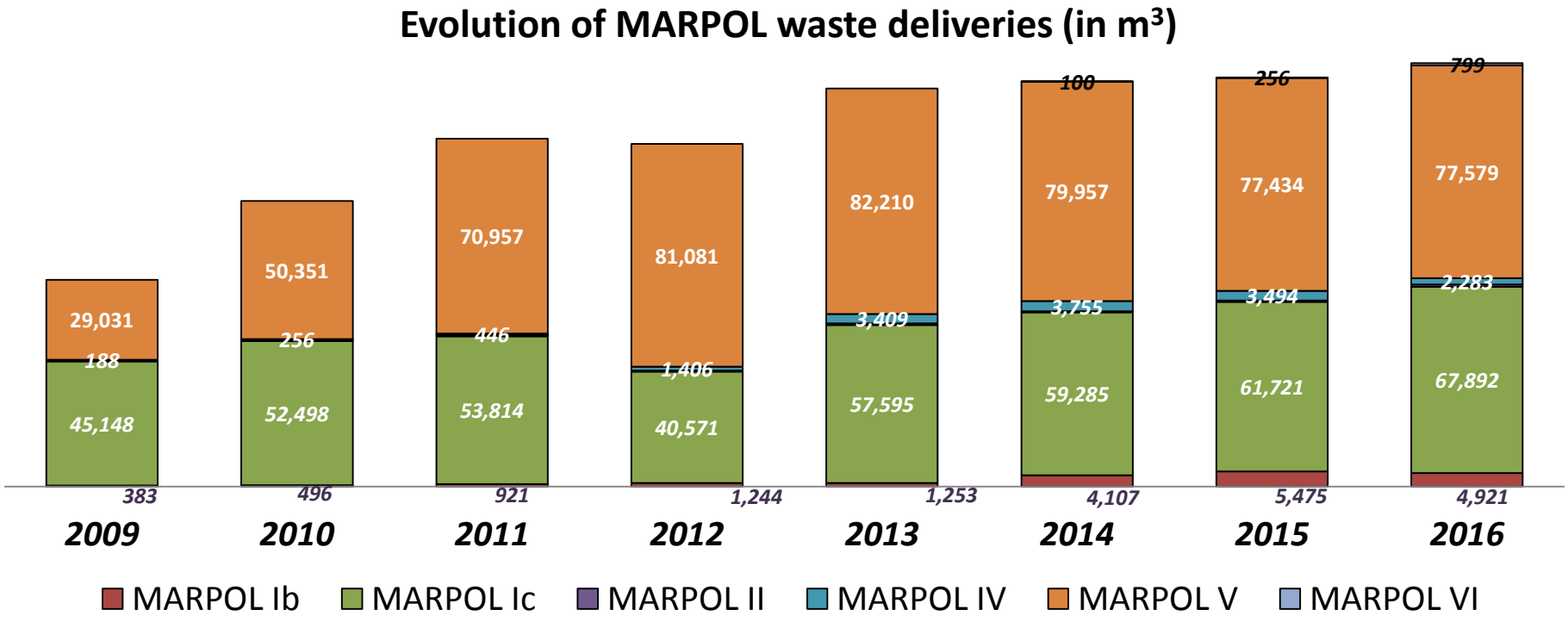
1. The importance of Marpol services

The first agreement on environmental protection at international level

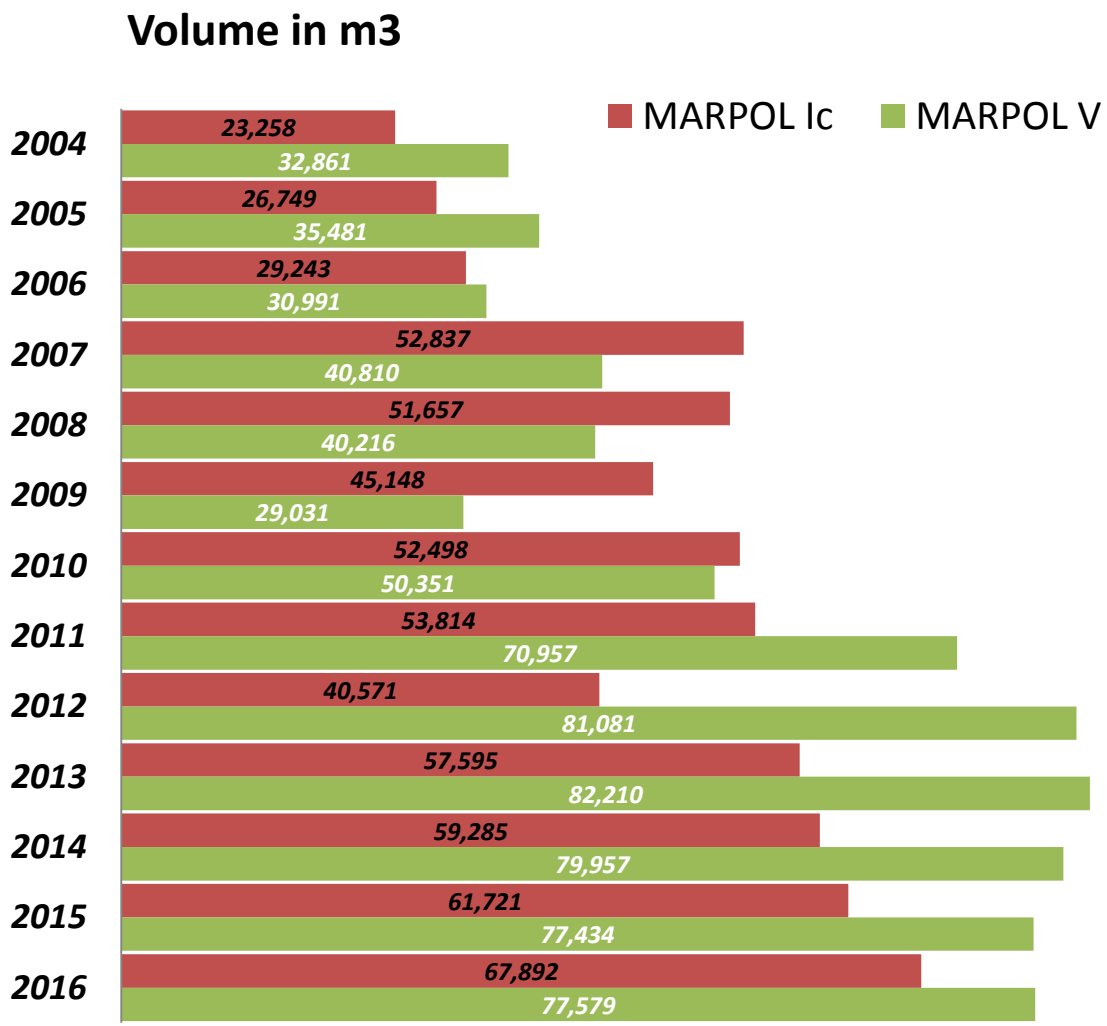
The importance of PRF for waste from vessels to prevent their dumping into the sea

1. The importance of Marpol services



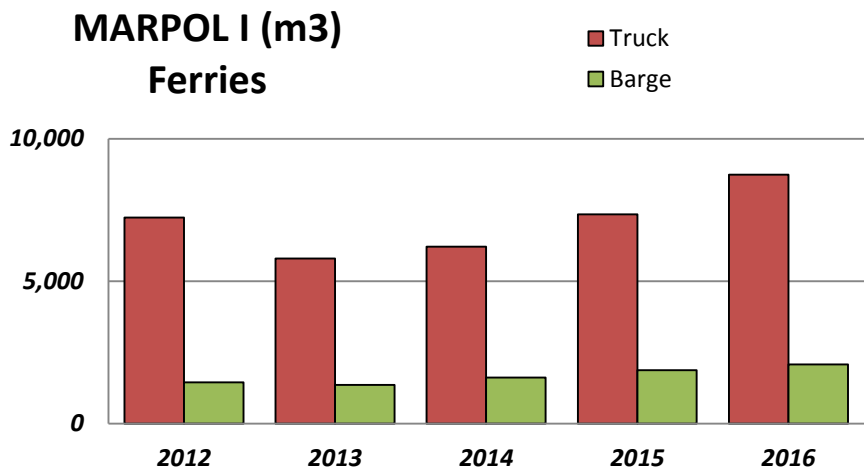
1. The importance of Marpol services

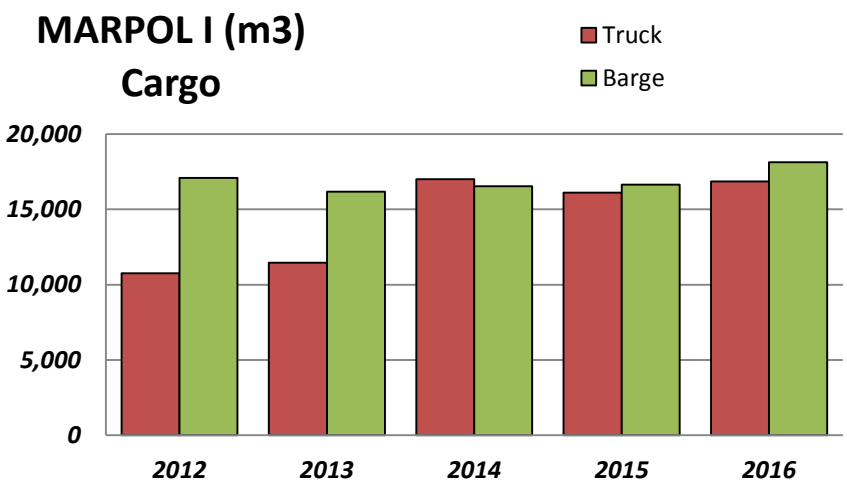
Year	MARPOL Ic	MARPOL V
2004	23.258	32.861
2005	26.749	35.481
2006	29.243	30.991
2007	52.837	40.810
2008	51.657	40.216
2009	45.148	29.031
2010	52.498	50.351
2011	53.814	70.957
2012	40.571	81.081
2013	57.595	82.210
2014	59.285	79.957
2015	61.721	77.434
2016	67.892	77.579

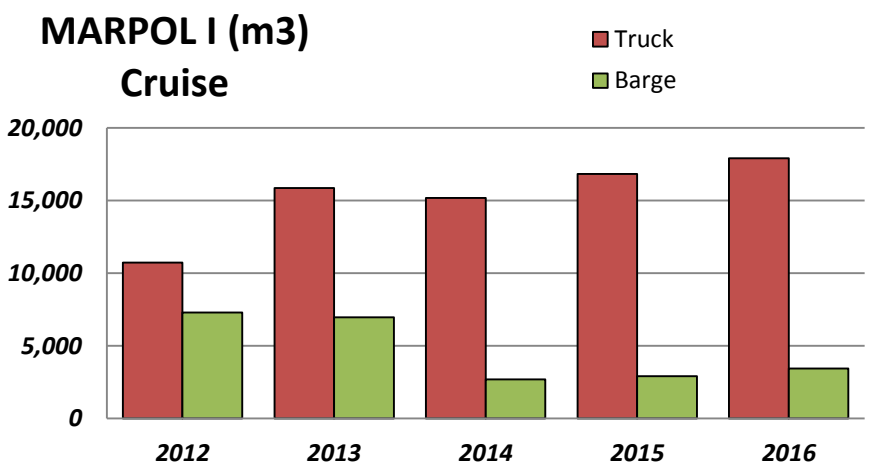


1. The importance of Marpol services

Oily liquid waste evolution delivered in port (category Marpol I) by type of vessel and by mode of delivery (barge or truck) from 2012 to 2016

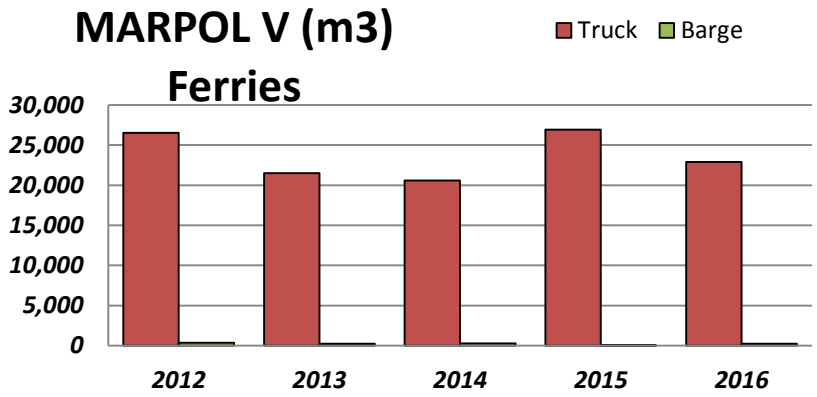


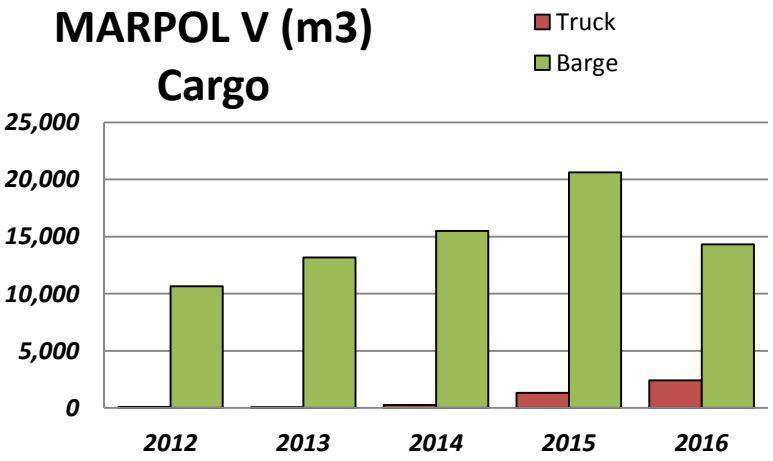


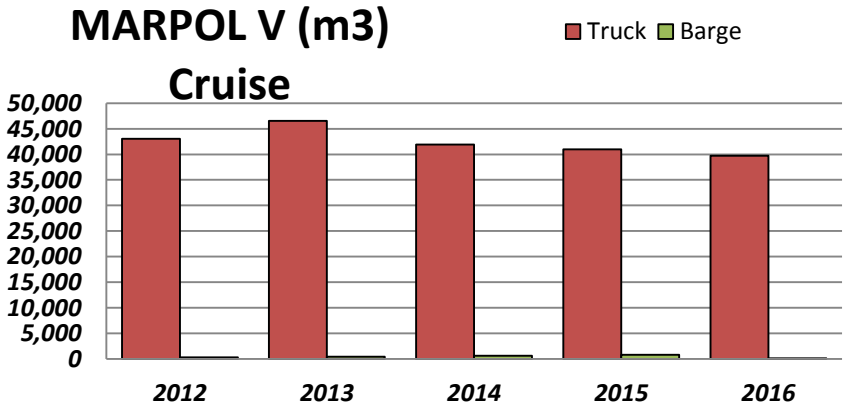


1. The importance of Marpol services

Garbage discharged evolution in the port (category Marpol V) according to type of ship and mode of delivery (barge or truck) from 2012 to 2016

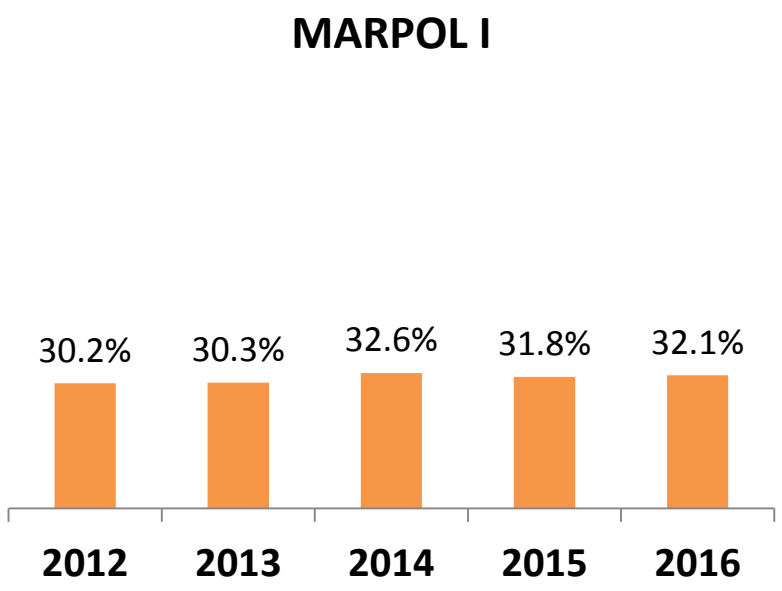


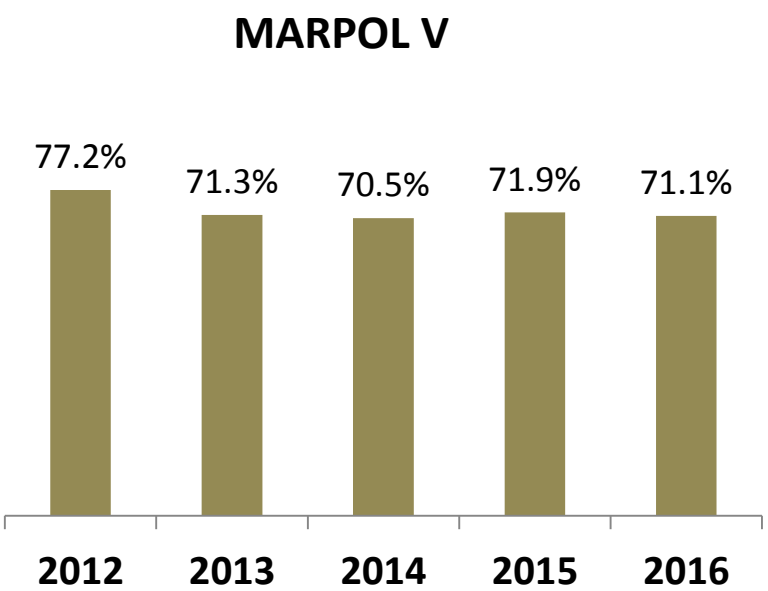




1. The importance of Marpol services

Degree of coverage of the Marpol I and Marpol V service in Barcelona in recent years (% of ships delivering on the total of scales)





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2. Service providers in Barcelona

In Barcelona there are three suppliers of Marpol V and two suppliers of Marpol I

MARPOL V

tma

ECOMARPOL TRADEBE

O.S. SERVICIOS FLOTANTES OTTO SCHWANDT, S.L.

MARPOL I

tma

ECOIMSA TRADEBE

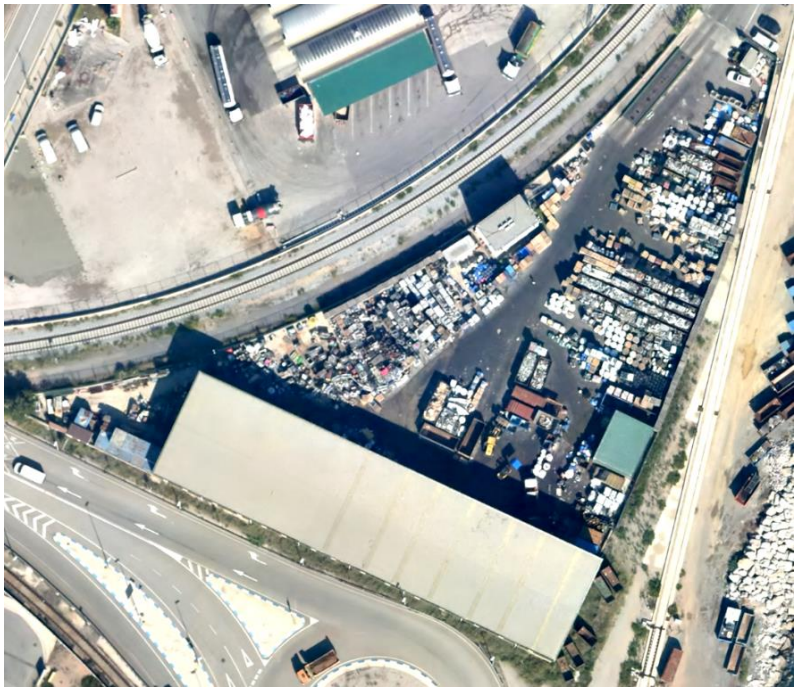
2. Service providers in Barcelona

MARPOL I

The two operators have a treatment plant in the port area

MARPOL V

Two operators have a garbage transfer plant in the port area. The other operator has his plant outside.



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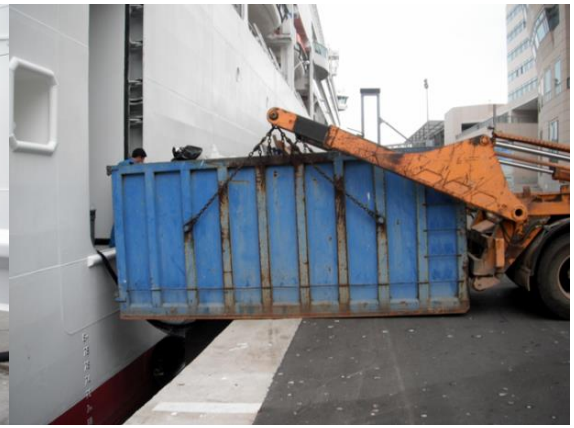
3. Recovery costs system in Spanish ports

- Since 2010, Spanish ports have adopted the 100% indirect system. Before that, the system was direct: the vessel paid directly to the MARPOL operator.
- 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)
- This fee is calculated according to the vessel GT for Marpol I, and the number of passengers for the Marpol V. Same tariff for all Spanish ports.
- The Port Authority pays the operator on the basis of real volumes delivered.
- The 100% indirect system was enforced by the new law of 2010.



3. Recovery costs system in Spanish ports

The main benefits for the indirect system are:

- To incentive the discharge inside the port which prevents from a discharge at sea.
- To have a clear system for Port users

3. Recovery costs system in Spanish ports

System problems: imbalance of the balance costs and revenues

Container ship with GT 28019

Fee to Port Authority: 816.22€

Discharge of garbage= 3.72m3

Discharge of oil waters= 19 m3

Port Authority pay to service provider

246.83€ for Marpol V

433.11€ for Marpol I

Cruise ship with GT 85803

Fee to Port Authority: 1,348.23€

Discharge of garbage= 60m3

Discharge of oil waters= 37.22 m3

Port Authority pay to service provider

3,509€ for Marpol V

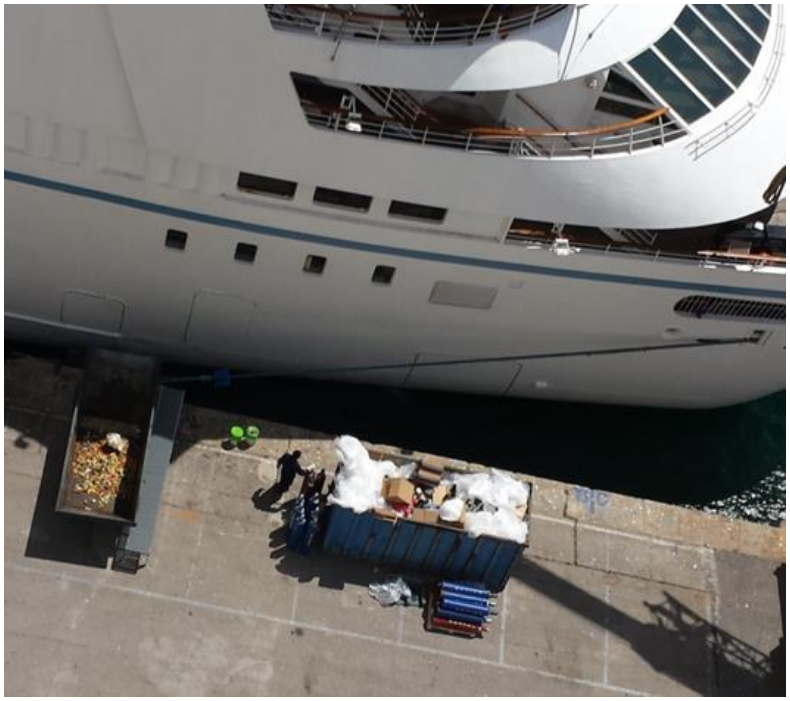
1,087€ for Marpol I

3. Recovery costs system in Spanish ports

System problems: hazardous wastes

- The cost of managing hazardous waste is much higher than the cost of managing the remaining garbage
- The fixed rate paid by the ship allows the discharge of hazardous waste without volume limit

Time expired Pyrotechnics are not accepted into this fixed rate. The vessel have to be paid separately to the MARPOL operator



3. Recovery costs system in Spanish ports

System problems: to control the service

- More administrative responsibilities for the port
- A need of a higher operational control of the service to ensure its quality

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4. The Marpol service in Barcelona

Since 2016 the port has created an independent inspection system to validate the collected volumes of residues Marpol I and Marpol V.

4. The Marpol service in Barcelona

Threshold of volumes of garbage (Marpol V) to be discharged on port

In Barcelona, the flat rate covers all waste only if:

- The volume to be discharged in port does not exceed the maximum storage capacity of the ship
- The ship certifies that it has discharged all its waste on a previous scale, provided that it is a Community port. If you have not discharged all the waste, the limits will be:

GT of the passenger ship (cruise or ferry)	Volume of MARPOL V residues (in m3)
1 - 25.000	20
25.001 - 75.000	40
75.001 - 100.000	45
100.001 - 150.000	60
150.001 - 200.000	65
more than 200.000	75

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5. Conclusions

The ideal indirect system would be:

- Calculation of the fee taking into account the number of pax for Marpol V and the GT for Marpol I
- Margin so that each port can adapt this fee to its characteristic and traffic
- Universal implementation for all ports
- Specific conditions for hazardous waste
- Maximum limits established for the discharges of garbage (Marpol V)

www.portdebarcelona.cat

Thanks for your attention!