



IMO REGIONAL WORKSHOP ON PORT RECEPTION FACILITIES

27 – 29 November 2012, Antwerp, Belgium



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INTERNATIONAL MARITIME ORGANIZATION

SUMMARY SHEET

Title:	IMO Regional Workshop on Port Reception Facilities
Host:	Public Waste Agency of Flanders (OVAM) and the Port of Antwerp, Belgium
Venue:	Antwerp Port Authority / APEC Flanders Port Training Center, Entrepotkaai 1, 2000 Antwerp, Belgium
Date:	27 – 29 November 2012
Type:	Regional
Organized by:	International Maritime Organization (IMO) and Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)

No. of participants and no. of countries: Participants totalled 35 attendees from 14 countries and 1 representative of the European Commission (EC), excluding IMO/REMPEC staff and speakers

Summary:

The workshop was proposed as part of the outcome of the *Action Plan on Tackling the Inadequacy of Port Reception Facilities* which was initiated by the Marine Environment Protection Committee of the IMO, and implemented by the Sub-Committee on Flag State Implementation (FSI).

The objectives of the workshop were to:

- .1 raise awareness on issues related to port reception facilities with the aim to reduce and ultimately eliminate the intentional pollution of the marine environment by ships;
- .2 familiarize participants with the international regulatory requirements related to port reception facilities and waste management;
- .3 provide the necessary knowledge and information with regard to ship-generated waste management using the practices in the port of Antwerp as an example; and
- .4 present and discuss the procedures for enforcement of MARPOL requirements to secure the legal disposal of ship-generated wastes.

The workshop was intended to assist senior government officials from national authorities responsible for the implementation and enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL); and also senior management staff from port authorities or organizations, which have been designated to play a role in the setting up and operation of port reception facilities, in implementing MARPOL.

Through the interactive and positive debate the workshop delivered fully on its objectives in no small measure due to the active involvement of the participants and the variety of expert presentations. The broad spectrum of speakers and attendees and the inclusive nature of the discussions bode well for the development of capacities for the implementation and enforcement of MARPOL, in particular as regards the provision of adequate reception facilities and waste management.

The workshop concluded with the drafting of conclusions/recommendations following group discussions. Follow-up action may be expected through requests to the IMO from some of the countries for further technical co-operation activities. Some saw the need to conduct a similar workshop at the sub-regional or national level, whilst others were looking for assistance to conduct a needs assessment study.

Key words: Port reception facilities, adequacy, MARPOL, revised MARPOL Annex V, waste management, European Directive 2000/59/EC, implementation, enforcement, ratification, accession

Report ref.: TC/1231-16-2000 and TC/1251-02-2000

Co-ordinator: Mr Nikos Mikelis / Ms Simone Leyers

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INTRODUCTION, OBJECTIVE, ORGANIZATION

Introduction

MARPOL imposes numerous operational and technical requirements on ships flying the flag of Parties, and MARPOL requires that residues, which cannot be discharged into the sea in accordance with the relevant regulations, have to be delivered to port reception facilities. Consequently, MARPOL imposes one important obligation on the Government of each Party, which is to provide facilities in all ports for the reception of ship-generated residues and garbage. These reception facilities must be adequate to meet the needs of ships using the port, and must not cause undue delays to ships. The obligation to provide adequate port reception facilities is a cornerstone of the Convention because the provision of these facilities creates an incentive for ships to comply with MARPOL and to minimize discharges to sea.

For this reason, IMO's Marine Environment Protection Committee (MEPC) at its 55th session approved the *Action Plan on Tackling the Inadequacy of Port Reception Facilities*, which was then developed by IMO's Flag State Implementation Sub-Committee. FSI 15 commenced work on the Action Plan in June 2007 on the basis of input from the shipping industry, and FSI 18 completed its work in July 2010. The Action Plan contained 13 work items, one of which was on the subject of "*Technical cooperation and assistance*". The outcome of this work item was recorded in a short document entitled "*Plan of Assistance and Training on Port Reception Facilities for Developing Countries*". This document proposed a new form of workshop whereby a Member State with a well-established practice in the provision of port reception facilities would host delegations from other countries seeking to learn about ship generated waste management practices. The *Plan of Assistance* specified that: "*The (host) Member State can provide presentations about their own port reception facility programme, certification schemes, waste handling procedures and equipment, and provide facility site visits.*" MEPC 61 in October 2010 approved the *Plan of Assistance* and requested IMO's Technical Co-Operation Committee to include it as a priority theme for the Integrated Technical Cooperation Programme for the biennium 2012-2013, which was done in July 2011 at TCC 61.

Activity TC/1231-16-2000 on port reception facilities was planned as part of IMO's Integrated Technical Co-operation Programme (ITCP) for 2012-2013, in line with the *Plan of Assistance* under the *Action Plan*. The IMO Regional Workshop on Port Reception Facilities held in Antwerp was conducted for the benefit of delegations from Mediterranean countries and from Djibouti, Oman and Yemen. Additional funds were made available under activity TC/1251-02-2000 for the benefit of Adriatic countries.

Objective

The workshop was intended to assist senior government officials from national authorities responsible for the implementation and enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL); and also senior management staff from port authorities or organizations, which have been designated to play a role in the setting up and operation of port reception facilities, in implementing MARPOL.

The objectives of the workshop were to

- raise awareness on issues related to port reception facilities with the aim to reduce and ultimately eliminate the intentional pollution of the marine environment by ships;

- familiarize participants with the international regulatory requirements related to port reception facilities and waste management;
- provide the necessary knowledge and information with regard to ship-generated waste management using the practices in the port of Antwerp as an example; and
- present and discuss the procedures for enforcement of MARPOL requirements to secure the legal disposal of ship-generated wastes.

Venue, dates, roles and participants

The workshop was held at the Antwerp Port Authority / APEC Flanders Port Training Center, Belgium, from 27 to 28 November 2012. It was followed by site visits to a port reception facility (Marpobel/BOS, Antwerp) and a waste treatment facility (Indaver, Antwerp) on the 29 November 2012.

The Public Waste Agency of Flanders (OVAM) and the Port of Antwerp Authority, Belgium, hosted the event, and it was co-organized by REMPEC and IMO. OVAM and the Port of Antwerp Authority identified and secured the venue and delivered presentations on the Antwerp port authority model and on the implementation of international and European legislation in Belgian ports. They also invited local speakers from the Belgian port State control, port of Antwerp and the European Commission and EMSA, waste management experts and experts on port reception facilities. In addition, the hosts made arrangements for accommodation and transportation, and organized the site visits to the port reception and waste management facilities. REMPEC invited the REMPEC Prevention Focal Points by Circular Letter No. 25/2012 which was supplemented by Circular Letter No. 31/2012 announcing the provision of simultaneous interpretation English - French – English. REMPEC also made all the travel arrangements for these countries. The IMO Secretariat invited the participants from Djibouti, Oman, and Yemen separately, as they do not fall under the REMPEC region, and organized their travel. IMO also secured the participation of the Secretariat of the Basel Convention, the shipping industry, and other key speakers on the broader subject.

The event was attended by 55 people - comprising 36 participants, 13 speakers/experts, 4 staff members from IMO and REMPEC, and 2 interpreters. The list of participants is attached as annex 1.

ACTIVITIES AND PRESENTATIONS

Opening ceremony and statements

The workshop was opened with statements from the Antwerp Port Authority, the Public Waste Agency of Flanders (OVAM), and IMO. The text of the IMO opening remarks by Dr Nikos Mikelis is attached to this report as annex 2. A copy of the workshop programme is attached as annex 3. The workshop was chaired by Dr Nikos Mikelis.

A USB stick containing all the presentations and the *Guide to Good Practice for Port Reception Facility Providers and Users* (MEPC.1/Circ.671), and a hard copy of this workshop material was given to each participant. The participating delegates also received a copy of the IMO publication *Comprehensive Manual on Port Reception Facilities* (1999 edition), and a certificate.

The presentations

Session 1 – International regulatory framework

The first session covered the international and European regulatory framework regarding port reception facilities.

1-1: *MARPOL requirements for PRFs*

Marja C. Tiemens-Idzinga, Maritime Consultancy & Technical Information (MCTI), the Netherlands

Mrs Marja Tiemens-Idzinga gave the opening presentation, in which she covered the requirements for port reception facilities in MARPOL and its Annexes. Besides the rights and obligations of every Member State regarding the implementation and enforcement of MARPOL and its Annexes, she focussed on the principle of the so called “Special Areas” under the Convention as well as on the origin of the need for port reception facilities and the expression “adequate”. After a more in depth “Annex by Annex” explanation related to port reception facilities she provided information on the several developments within IMO, like the development of the *Comprehensive Manual on Port Reception Facilities*, the *Guidelines for ensuring the adequacy of port waste reception facilities* (resolution MEPC.83(44)) and the *Guide to good practice for port reception facility providers and users* (MEPC.1/Circ.671). Also, the results of the *Action Plan on Tackling the Inadequacy of Port Reception Facilities* and the reporting of alleged inadequacies of port reception facilities were addressed.

1-2: *Impact of the revised MARPOL Annex V*

Simone Leyers, IMO

Ms Simone Leyers provided an overview of the revised MARPOL Annex V. She briefly summarized the current regulations, before introducing the audience to the new regulations highlighting the underlying principle of the revised MARPOL Annex V, which is the general prohibition on the discharge of all garbage into the sea. Ms Leyers gave an in depth outline of the definitions and provisions of the revised MARPOL Annex V explaining in detail what kind of garbage can or cannot be discharged at sea, and if so, at what exact distances from the nearest land. She also familiarized the participants with the new differentiated regulations as regards cargo residues and cleaning agents and additives. Finally, in light of the strengthened regulations, Ms Leyers emphasized the ever increasing importance of the provision of adequate port reception facilities for the successful implementation of MARPOL.

- 1-3: *EU regulatory framework*
Laurent Prat, European Commission (DG MOVE)

After briefly summarizing the international legal framework, Mr Laurent Prat gave insight into the regulatory framework vis-à-vis port reception facilities in the European Union. He outlined the purpose and the main features of Directive 2000/59/EC, which is intended to reduce the discharges of ship-generated waste and cargo residues by improving the availability and use of port reception facilities. Mr Prat explained that the Directive brings many of the MARPOL regulations into EU law, but also provides for additional obligations and mechanisms. In particular he elaborated on the obligation on ships to deliver all ship-generated waste to a port reception facility before leaving the port, except under specific circumstances. Finally, Mr Prat presented the outcome of an impact assessment of the implementation of the Directive, which identified several shortcomings, and concluded that the Directive will be subject to a revision.

- 1-4: *Environmental sound management of wastes coming from ships according to the Basel Convention*
Marylene Beau, Secretariat of the Basel Convention

Ms Marylene Beau introduced the audience to the regulations regarding the environmentally sound management of wastes once offloaded from a ship according to the Basel Convention. She provided an overview of the principal aims of the Convention, which are the minimization of hazardous wastes generation, the promotion of environmentally sound management (ESM) of hazardous wastes, and the conditions for and control of transboundary movements of hazardous wastes. Ms Beau clarified the meaning of environmentally sound management and referred to technical guidelines on various waste streams providing guidance and best practices for ESM. Ms Beau also gave an overview of the legal analysis conducted by the Secretariat of the Basel Convention on the relationship between the Basel Convention and MARPOL which was initiated to identify any gaps between the two instruments and options for filling them. She explained that the latest revision of the legal analysis concluded that the requirement for environmentally sound management applies to any waste once it is offloaded from a ship.

Session 2 – Management of ship-generated waste and cargo residues

The second session covered the technical and logistical practicalities of the management of ship-generated waste and cargo residues, and provided the participants with first-hand expertise and know-how.

- 2-1: *Port – Important partner for ship's master and manager*
Capt. Kuba Szymanski, Secretary-General, InterManager

Capt. Kuba Szymanski started this session with a practical demonstration of the complications resulting from ambiguous instructions, emphasizing the need for clear and unambiguous regulations. In the ensuing presentation he outlined the problems and challenges faced by the shipping industry when trying to offload ship-generated waste and cargo residues to port reception facilities. Finally, he elaborated on the low level of reporting of alleged inadequacies of port reception facilities, concluding with the importance to raise awareness.

2-2: *State of play in Flemish ports*
Gudrun Janssens, Flemish Public Waste Agency (OVAM)

Mrs Gudrun Janssens representing the Flemish Public Waste Agency (OVAM) introduced the participants to the state of play in Flemish ports. She highlighted that the Flemish model is a tailor-made approach, which means that every single port follows a different approach, highly depending on the type of port and the type and amount of traffic. Mrs Janssens gave an overview of the different practices in commercial ports, fishing ports and marinas emphasizing the importance of an individual need assessment. She also introduced the audience to the system of financial incentives for waste delivery implemented in Belgian ports, which rewards ships that actually deliver waste for every m³.

2-3: *Waste management planning and PRF in port of Antwerp*
Peter Van den dries, Antwerp Port Authority

Mr Peter Van den dries from the Antwerp Port Authority gave insight into the delivery of ship-generated waste in the Port of Antwerp. Having provided some remarkable figures and statistics related to the type and amount of traffic at the Port of Antwerp, Mr Van den dries introduced the audience to the Antwerp Port Authority, which is an autonomous body charged with the general operation of the Port, managing all infrastructure and being the landlord of the port. He explained that the private companies manage the superstructure and operate the terminals. The audience learnt that the Port of Antwerp requires every ship to send an advance waste notification at least 24 hours prior to arrival. Also, the audience was introduced to the waste reception and handling plan of the Port of Antwerp, and was informed about the kind and number of port reception facilities provided. Finally, Mr Van den dries provided ample insight into the fee system implemented in the port of Antwerp, and explained the benefits of an open market approach, pointing out that competition encourages better facilities and better service.

2-4: *Antwerp waste information and monitoring system*
An Cant, Antwerp Port Authority

Another presentation by the Antwerp Port Authority was delivered by Ms An Cant who elaborated further on the waste fee and compensation system implemented in the Port of Antwerp and on the waste information and monitoring system used in the Port of Antwerp. She explained that the advance notification could be done via an internet application called APICS e-service portal, which puts the data directly onto the port information system (APICS), and she introduced all the features of the system in detail. She also provided an overview of another internet application used for the calculation of the port dues and compensation, the monitoring of the waste flows, and for the registration of the IOPPs (WASTECOL). Finally, she discussed the possibility to use WASTECOL internationally to facilitate the monitoring of ship's waste streams and exchange information internationally.

2-5: *Management of ship-generated waste and wash water containing cargo residues in European ports*
Olev-Erik Leino, European Maritime Safety Agency

Mr Olev-Erik Leino gave a presentation on behalf of the European Maritime Safety Agency (EMSA) on EMSA's activities related to port reception facilities. He explained that EMSA, amongst others, assists Member States in monitoring and implementing Directive 2000/59/EC. He also elaborated on the horizontal assessment on the implementation of the PRF Directive undertaken by EMSA in 2011, which showed that the Directive has started to produce effects and meet its aims. In the following he presented the outcome of the

assessment and how the Directive was implemented in different ports concluding with the respective lessons learnt. Finally, Mr Leino gave a comprehensive overview of the challenges faced by both the ports and the shipping industry as regards the discharge of cargo residues.

2-6: *Oil and garbage downstream waste treatment technologies*
Baudouin Ska, FEBEM/Belshore

Mr Baudouin Ska represented FEBEM/Belshore, a members association representing Belgian soil cleansing companies, private companies that collect, sort, treat, recycle or process waste and also companies creating energy out of biomass-waste. He elaborated on different waste treatment technologies for the various waste streams coming from ships and gave detailed insight into the operations of the waste treatment facilities serving the Port of Antwerp.

End of first day

2-7: *ISO standards on:*
- *shipboard garbage management*
- *port reception facilities*
Capt. David Condino, US Coast Guard

Capt. David Condino from the United States Coast Guard is the convenor of the ISO Working Group 4 on ship-generated garbage under the ISO Technical Committee on Ship and Marine Technology. In this capacity he provided an overview of ISO's work in relation to ship-generated waste. He explained that the ISO Working Group 4 has developed or is in the process of developing two standards on ship-generated garbage: ISO 21070:2011 on the management and handling on shipboard garbage, and ISO 16304 on the arrangement and management of port reception facilities. Capt. Condino also provided an overview of the implementation of MARPOL in national law in the United States. In this regard the audience learnt how the United States Coast Guard inspects ports to ensure the adequacy of port reception facilities.

2-8: *Demo on GISIS PRF-module*
Capt. David Condino, US Coast Guard

Capt. David Condino also introduced the audience to the Port Reception Facility module on IMO's Global Integrated Shipping Information System (GISIS). The participants learnt about all the different features of the Port Reception Facility module reiterating the legal obligation under MARPOL for Parties to communicate all information on available PRFs to IMO and enter all data into GISIS. As regards the reports of alleged inadequacies of port reception facilities, which are uploaded onto the database by the Secretariat, Capt. Condino highlighted the importance of providing contact details of the national authorities responsible for handling these reports on alleged inadequacies, so that the cases can be investigated by the port State.

Session 3 – Management of ship-generated waste and cargo-residues: enforcement

The third session considered different enforcement practices of international, regional and national legislation pertaining to port reception facilities.

- 3-1: *Enforcement of MARPOL and PRF Directive: practices in Belgian seaports*
Bart Wackenier, Port State Control, Belgium

Mr Bart Wackenier from the Belgian port State control provided insight into the enforcement practices of MARPOL and the European PRF Directive in Belgian seaports. Mr Wackenier explained that there are different types of MARPOL inspections: general PSC inspections in compliance with the requirements of the Paris MoU, prewash inspections in relation to MARPOL Annex II, and environmental control inspections. These three inspections all have a different scope, and are performed by three different inspection teams with different expertise. Step-by-step the audience was introduced to the procedures and scopes of the different inspections. Finally, Mr Wackenier gave an overview of the potential deficiencies detected and of the potential consequences implemented by such inspections.

- 3-2: *Enforcement of MARPOL: practices in port of Bremen (Germany)*
Marc Lampe, Bremen Police Department, Germany

After the introduction to the Belgian port State control model, the next speaker elaborated on the enforcement practices by the maritime police in the port of Bremen, Germany. The audience learnt about the procedures and scope of a specific MARPOL inspection undertaken by the maritime police in German ports. Mr Marc Lampe gave an overview of the various inspections undertaken on board and pointed to some regular practices of the shipping industry, which are considered to be in breach with MARPOL. He shortly introduced the audience to the procedures and practices of the port reception facilities in the port of Bremen, and finally explained the consequences of detected violations of MARPOL regulations.

Session 4 – Management of ship-generated waste and cargo residues: industry practices

The final session of the workshop dealt with industry practices regarding the management of ship-generated waste and cargo residues.

- 4-1: *Delivery of ship-generated waste and cargo residues: the port reception facilities' view*
Guido Van Meel, Secretary General, EUROSHORE

Mr Guido van Meel, Secretary General of EUROSHORE (association of port reception facilities), gave an account of the port reception facilities' perspective on the subject. He highlighted the natural symbiosis that a commercial port reception facility can only survive when the port States pursue strong enforcement. His presentation gave an overview of best practice processes as regards the provision of port reception facilities, and the challenges faced by the port reception facilities providers. In particular Mr van Meel highlighted what kind of information was needed by the port reception facilities in order to be able to fulfil its obligations without delay. In his conclusion, he demanded, *inter alia*, stricter and more uniform enforcement.

4-2: *Enhancing PRFs in the Mediterranean*
Frederic Hebert, Director, REMPEC

Mr Frederic Hebert, Director of the Regional Marine Pollution Response Centre for the Mediterranean Sea (REMPEC), presented the work undertaken by REMPEC to promote the provision of port reception facilities in the coastal States of the Mediterranean Sea bearing in mind that the Mediterranean Sea is a Special Area under both MARPOL Annex I and Annex V, REMPEC's activities comprised the identification of the existing situation and needs regarding port reception facilities in the region, a study proposing optimum solutions for the collection, treatment and disposal of ship-generated waste, and the development of standard designs for oily wastes and for garbage reception facilities, which could be utilized by Mediterranean coastal States for implementation in their ports and terminals. Finally, Mr Hebert also introduced a study commissioned by REMPEC on the possible sources of financing for port reception facilities. Concluding he gave an overview of future prospects and the possible way forward highlighting the importance of regional cooperation.

Interactive discussion and workshop resolutions

In the afternoon of the second day, after the final presentation and the wrapping up of the individual elements addressed during the workshop, an interactive discussion was initiated based on three initial questions:

What are your main ports (types)?

What are the main ships visiting those ports (types and cargo handling)?

What are the port reception facilities and treatment systems currently available?

Every delegation was subsequently invited to provide information on the three questions above and to provide information on the status of port reception facilities in their respective country. After this session, the following three questions were put forward which formed the link between all presentations during the workshop and the first three questions above:

Are the port reception facilities currently available adequate?

What are the impediments for implementations?

What are the challenges?

All participants were invited first to deliberate on the questions within its delegation on the three additional questions outside the room and to report back in plenary again. The results of these animated interactive discussions of the impediments and challenges to implement and enforce MARPOL formed the basis for the conclusions and recommendations from this workshop which are set out as annex 4 to this report.

End of second day

Site visits

The third day of the workshop was dedicated to site visits to provide the participants with a practical insight into the theory of the presentations that had been held during the first two days of the workshop. In the morning the group visited the Marpobel/BOS port reception facility in Antwerp, and in the afternoon the group went to explore the Indaver waste treatment facility.

Marpobel/BOS port reception facility

Before setting out for the actual site visit of the fixed port reception facility of Marpobel/BOS, which was founded as a dedicated reception facility for the port of Antwerp, the group was given a presentation on the facts and figures of the private company. The group learnt that the facility does not only receive, store and treat ship-generated waste and cargo residues, but also liquid industrial waste. It also provides cleaning activities and other maritime services.

Indaver waste treatment facility

In the afternoon the group visited a waste treatment facility, the Indaver site Doel (Antwerp). Being an internationally oriented waste management company, Indaver is prepared to offer a wide range of technical solutions for waste streams falling under MARPOL. During the tour of the site, the group received in-depth insight into the various processes in the waste treatment facility, from the functioning of different incinerators to the pre-treatment of highly calorific waste.

ACHIEVEMENTS AND CONCLUSIONS

In the course of the interactive discussions it became evident that the delegates were motivated to take their experiences back to their countries and develop strategies to better implement and enforce MARPOL through the help of the Ministries themselves. During the three days of the workshop, the basis for a successful implementation of MARPOL was provided with the aim to reduce and ultimately eliminate the intentional pollution of the marine environment by ships, and the participants gained practical insight into waste management practices. Furthermore, the delegates had the opportunity to discuss different procedures for enforcement of MARPOL requirements with representatives from different countries which is an important pillar to secure the legal disposal of ship-generated waste. The workshop conclusions and recommendations are set out in annex 4 to this report.

FOLLOW-UP ACTION

In line with the workshop conclusions and recommendations (annex 4) follow-up action may be expected through requests to the IMO from some of the countries for further technical co-operation activities. Any follow-up action should focus on additional national capacity building efforts leading to a national legal and operational framework for full implementation of MARPOL. Whilst some participants identified a need for a similar workshop at sub-regional and national level which takes due consideration of language used in the region or sub-region, others were seeking assistance to conduct a needs assessment study to identify any gaps. Considering the different capacities and state of development regarding the implementation of MARPOL in the coastal States of the Mediterranean Sea, cooperation at sub-regional and regional level was determined to be a useful step forwards.

ANNEX 1 – WORKSHOP PARTICIPANTS

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ANNEX 2 - OPENING REMARKS, IMO

IMO Regional Workshop on Port Reception Facilities

**Antwerp, Belgium
27-29 November 2012**

Opening remarks
by Dr Nikos Mikelis
International Maritime Organization

Ladies and gentlemen,

It is my pleasure to greet you on behalf of the Secretary-General of the International Maritime Organization.

MARPOL imposes numerous operational and technical requirements on ships flying the flag of Parties and also it imposes one important obligation to the Government of each Party, which is to provide facilities in all ports for the reception of ship-generated residues and garbage that cannot be discharged into the sea. These reception facilities must be adequate to meet the needs of ships using the port, and must not cause undue delays to ships.

The obligation to provide adequate port reception facilities is a cornerstone of the Convention because the provision of these facilities creates an incentive for ships to comply with MARPOL and to minimize discharges to sea. For this reason the Secretariat of IMO is often involved in technical co-operation activities relating to port reception facilities. Usually, the Secretariat would visit a developing country, possibly together with a consultant who is expert on the operation, or the technology, of port reception facilities. In that visit we would try to establish the current level of compliance with the requirements of the Convention, and we would conclude with any appropriate recommendations.

Today's workshop is different, in that, instead of the IMO's Secretariat and the expert visiting one country, here we have IMO's Secretariat and the experts, together with senior government officials and senior management port staff representing 14 countries, all visiting Antwerp:

- .1 for raising their awareness on various issues related to port reception facilities;
- .2 for becoming more familiar with the international regulatory requirements related to port reception facilities and waste management;
- .3 for discussing the enforcement of MARPOL requirements for the disposal of ship-generated wastes; and
- .4 for gaining knowledge and information on the management of ship-generated waste, using as an example the practices of the port of Antwerp.

This workshop is one of the outcomes of a programme of action that was instigated by the Marine Environment Protection Committee of IMO in October 2006. At that time, MEPC 55 approved the “*Action Plan for tackling the alleged inadequacy of port reception facilities*”. The Plan was then developed by IMO’s Flag State Implementation Sub-Committee, on the basis of input from the shipping industry. FSI 15 commenced work on the Action Plan in June 2007; correspondence groups continued work in three intersessional periods, in fact under the leadership of Captain David Condino of the US Coast Guard, who, I am glad to say, is participating in this week’s workshop. Thereafter, FSI 18 completed its work in July 2010.

The Action Plan contained 13 work items, one of which was on the subject of “*Technical cooperation and assistance*”. The outcome of that work was contained in a short document entitled “*Plan of Assistance and Training on Port Reception Facilities for Developing Countries*”. This document proposed this new form of workshop whereby a Member State with a well-established practice in the provision of port reception facilities would host delegations from other countries seeking to learn about ship generated waste management practices. The *Plan of Assistance* in fact specified that: “*The (host) Member State can provide presentations about their own port reception facility programme, certification schemes, waste handling procedures and equipment, and provide facility site visits.*”

MEPC 61 in October 2010 approved the *Plan of Assistance* and requested IMO’s Technical Co-Operation Committee to include it as a priority theme for the Integrated Technical Cooperation Programme for the biennium 2012-2013. The Technical Co-Operation Committee did so at its sixty-first session in July 2011. And this is what brought us all here.

This workshop on port reception facilities could not have become a reality without the support of our hosts the Public Waste Agency of Flanders (OVAM) and the Antwerp Port Authority, and without the funding provided by IMO’s Integrated Technical Cooperation Programme. Also, we applaud the contribution of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) in organizing all the logistics with attention to every detail. Last but not least we thank the following organizations who agreed to speak at the various sessions of the workshop and this way to share their experiences and expertise: MCTI of the Netherlands; DG MOVE of the European Commission; the Secretariat of the Basel Convention; InterManager; OVAM; the Antwerp Port Authority; the European Maritime Safety Agency; FEBEM/Belshore; the US Coast Guard; the Belgian Port State Control; the Bremen Police Department; EUROSHORE; REMPEC; Marpobel/BOS and INDAVER.

Ladies and gentlemen, let me finish by wishing all of us a fruitful meeting. All efforts leading to improvements in the provision of port reception facilities deserve to succeed.

Thank you.

ANNEX 3 – WORKSHOP PROGRAMME

IMO Workshop on Port Reception Facilities Antwerp, Belgium, 27-29 November 2012

- Subject:
Port Reception Facilities (PRF) for ship-generated waste and wash water containing cargo residues:
 - adequacy issue: availability and necessity of providing PRF in ports, anchorages and terminals
 - capacity building
 - port waste management planning
 - advance waste notification
 - incentives for ships to deliver
 - downstream waste treatment
 - link with Basel Convention
- Interactive session (incl. hands-on exercise) and visits to port reception facility and downstream waste treatment facility

Arrival day - Monday, 26 November 2012

Arrival of the delegates

Accommodation:
Lindner Hotel & City Lounge
Lange Kievitstraat 125
BE-2018 Antwerpen
Phone: +32 (0) 3 22 777 00
Web: www.lindner.de

Day 1 - Tuesday, 27 November 2012

09h00 – 09h30: General welcome
IMO/OVAM/Antwerp Port Authority

International regulatory framework

09h30 – 10h00: **MARPOL requirements for PRFs**
Marja C. Tiemens-Idzinga, Maritime Consultancy & Technical Information (MCTI), the Netherlands

10h00 – 10h30: **Impact of the revised MARPOL Annex V**
Simone Leyers, IMO

10h30 – 11h00: coffee/tea

11h00 – 11h30: **EU regulatory framework**
Laurent Prat, European Commission (DG MOVE)

11h30 – 12h00: **Environmental sound management of wastes coming from ships according to the Basel Convention**
Marylene Beau, Secretariat of the Basel Convention

Management of ship-generated waste and cargo residues

12h00 – 12h30: **Port – Important partner for ship’s master and manager**
Capt. Kuba Szymanski, Secretary General, InterManager

12h30 – 13h30: **lunch break**

13h30 – 14h00: **State of play in Flemish ports**
Gudrun Janssens, Flemish Public Waste Agency (OVAM)

14h00 – 14h30: **Waste management planning and PRF in port of Antwerp**
Peter Van den dries, Antwerp Port Authority

14h30 – 15h00: **Antwerp waste information and monitoring system**
Patrick Verhaert, Antwerp Port Authority

15h00 – 15h30: **coffee/tea**

15h30 – 16h00: **Management of ship-generated waste and wash water containing cargo residues in European ports**
Olev-Erik Leino, European Maritime Safety Agency

16h00 – 17h00: **Oil and garbage downstream waste treatment technologies**
Baudouin Ska, FEBEM/Belshore

Day 2 - Wednesday, 28 November 2012
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09h00 – 09h30: **ISO standards on:**
- **shipboard garbage management**
- **port reception facilities**
Capt. David Condino, US Coast Guard

09h30 – 10h00: **Demo on GISIS PRF-module**
Capt. David Condino, US Coast Guard

Management of ship-generated waste and cargo residues: enforcement

10h00 – 10h30: **Enforcement of MARPOL and PRF Directive: practices in Belgian seaports**
Bart Wackenier, Port State Control, Belgium

10h30 – 11h00: **coffee/tea**

11h00 – 11h30: **Enforcement of MARPOL: practices in port of Bremen (Germany)**
Marc Lampe, Bremen Police Department, Germany

Management of ship-generated waste and cargo residues: industry practices

11h30 – 12h00: **Delivery of ship-generated waste and cargo residues: the port reception facilities’ view**
Guido Van Meel, Secretary General, EUROSHORE

12h00 – 12h30: **Enhancing PRFs in the Mediterranean**
Frederic Hebert, Director, REMPEC

12h30 – 13h30: **lunch break**

Interactive discussion

13h30 – 15h15: **Interactive discussion**, focusing on South Mediterranean, Middle East and Gulf:

- current practices
- trends in delivery of ship-generated waste and cargo residues
- capacity building
- port waste planning and management
- use of Advance Notification Form
- use of Waste Receipt
- information and monitoring
- procedures to report alleged inadequacies
- enforcement

All participants/moderated by IMO/REMPEC

To facilitate the discussion, a short exercise will be given to all participants at the evening of day 1. This exercise will include some examples of practical problems that authorities/ports might encounter. The purpose of this exercise is to invite the participants to already think about the issues that will be dealt with during the discussion.

15h15 – 15h45: coffee/tea

15h45 – 16h45: **Interactive discussion** (continued)

16h45 – 17h30: **Workshop resolutions**
REMPEC

Day 3 – Thursday, 29 November 2012

Site visits

9h00 – 12h30: **Site visit: PRF**
Marpobel/BOS, Antwerp

12h30 – 13h45: lunch break

13h45 – 17h00: **Site visit: downstream waste treatment facility**
INDAVER, Antwerp

Closing ceremony

18h00 – 19h00: **Closing ceremony** at the Antwerp City Hall
Address by Mr Marc Van Peel, City Alderman, Chairman of the Board of the Antwerp Port Authority

Departure of the delegates

ANNEX 4 – WORKSHOP RESOLUTIONS

Conclusions/Recommendations of the IMO Workshop on Port Reception Facilities Antwerp, Belgium, 27-29 November 2012

Internal communications between all stakeholders at national level and port community level as well as between reception facilities and treatment facilities needs improvement.

Common understanding at national level through national capacity building efforts leading to national legal and operational framework for full implementation of MARPOL (ITCP).

Conducting a similar workshop at sub-regional and national level taking due consideration of language used in the region or sub-region.

Commitment on full ratification and implementation of MARPOL at both a policy and operational level.

The development of a financial strategy to assist in ensuring the proper implementation of adequate PRF as well as to ensure the sustainability of its functioning.

Cooperation at sub-regional and regional level for resources mobilization, possibly under auspices of IMO.

Cooperation between countries which have experience and countries that need assistance.

Pilot projects on PRF are a good way forward.

Balance between the capacity of PRF and needs/use of the ships (needs assessment surveys to identify the gaps).

Consider waste management planning in a holistic manner, i.e. full chain of responsibility from collection to treatment has to be covered.

Consider the importance of enforcement including port State control.
