

# PRF Directive: Developments in Dutch and Belgian ports



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18 March 2015, EMSA workshop on PRF

# Initiative for cooperation ...

- ▶ 2012: The idea for a joint working group on PRF-issues popped up during a seminar about ships' waste.
- ▶ Goal: Harmonize (issues of) the existing port waste plans.
  - ▶ 1. The tariff-structure (Cost Recovery and Fee System)
  - ▶ 2. Quality issues of PRF's
- ▶ Reasons:
  - ▶ Signals from our clients (shipping-industry /waste industry)
  - ▶ Upcoming changes in the Directive - Guidelines
- ▶ The ports of Antwerp, Rotterdam and Amsterdam were the initiators of this project; in a later stadium other ports joined the working group.
- ▶ Gent, Zeebrugge, Antwerp, Rotterdam, Amsterdam, Zeeland Seaports, Groningen Seaports. Dutch and Flemish Government joined.

# Interests/points of view of stakeholders

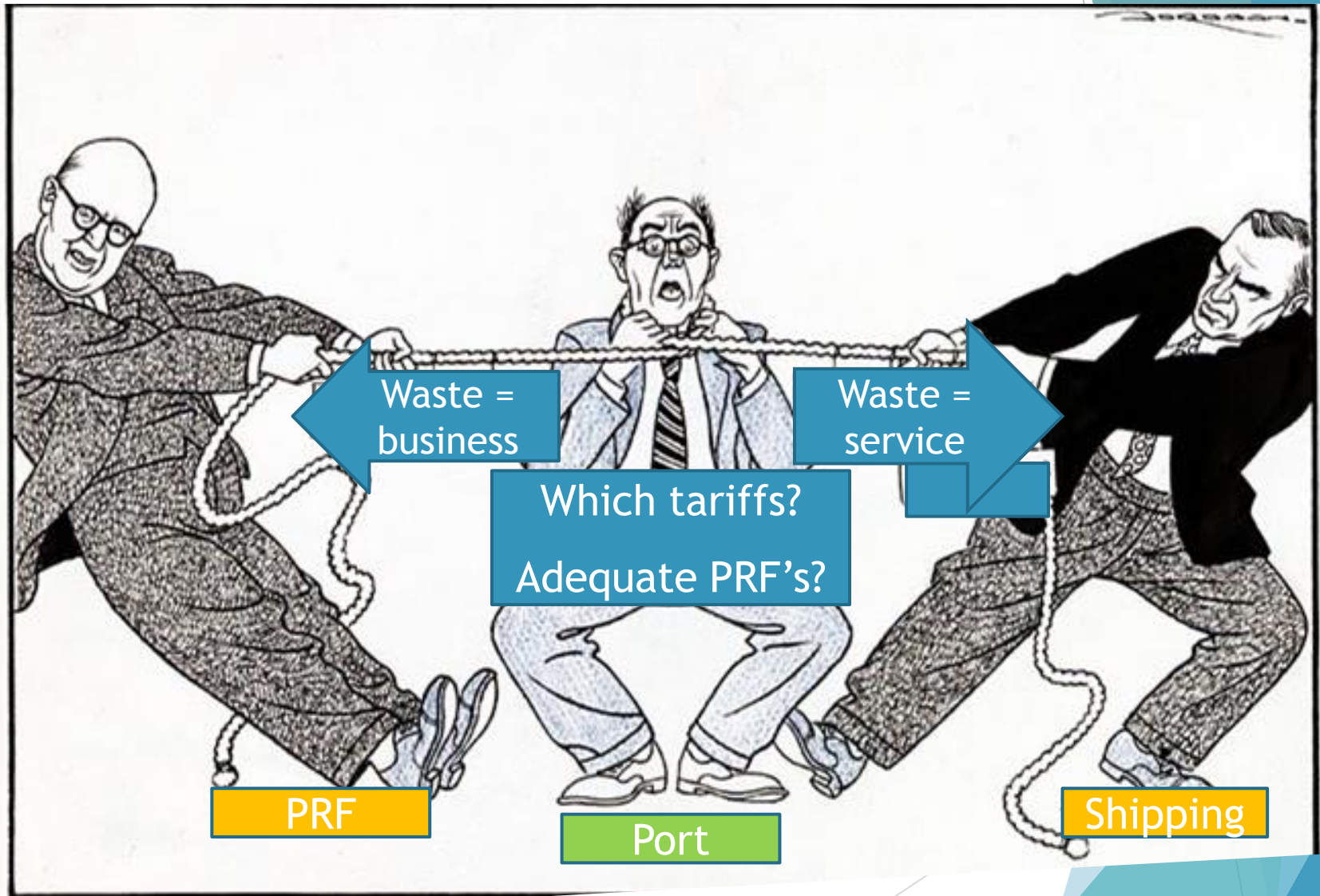
- ▶ Shipping : - low costs, good and adequate service, no additional fees, and transparency;
- ▶ Port reception facilities /waste processors: - waste is business: €
- ▶ Management of ports: - waste(fees) as competition between ports, waste industry as a client, but also shipping industry as clients.
- ▶ Port Authorities: - adequate and sufficient reception facilities; € in balance.
- ▶ Member State: - a system in operation, complying with the law; ambitions are present to grow to a circular economy.
- ▶ EU Commission: - optimize the system by guidelines and/or revision of the Directive;
- ▶ Others: NGO's, terminal operators,...

# But first stakeholder: the sea, our future





# Primary stakeholders



# Port (Authority): Lady Justice



# Goal of the project

## The cooperation between the ports has as main goal:

- ▶ Harmonize (issues of) the existing port waste plans. Start with:
  - ▶ 1. The tariff-structure (Cost Recovery and Fee System)
  - ▶ 2. Quality issues of PRF's

## Why:

- ▶ To make the delivery of SGW for the shipping industry more easy, efficient, sustainable and transparent;
- ▶ To reduce administrative burden for ports & port users by uniform procedures;

Starting in the Dutch and Flemish seaports, possibly to extend to further ports in the Hamburg-Le Havre range or even wider in Europe.

## Long term vision :

- ▶ Outsourcing at least the financial tasks of the ports to one intermediate organization;
- ▶ Each ship to receive credit-points for paying in each participating port, which can be used in each of these participating ports.

# Harmonization ? Yes ! Because....

- ▶ Shipping industry, as the most relevant stakeholder, can be served in a more effective and efficient, sustainable way, leading to an overall improvement / even better performance of deliveries.

We still see non-wanted effects, which can be tackled by, amongst others, 1. harmonization and 2. cooperation.

- ▶ Administrative costs and different procedures and systems in **each** port; non-transparent for the shipping industry (and Member States and EU);
- ▶ Port Reception Facilities, active in different ports, have separate administration systems for each port= inefficient.
- ▶ Non effective and non sustainable developments: - many deliveries of small quantities, extra logistic movements;
- ▶ Non-delivery by ships because of (too) low incentives;
- ▶ Commissions paid to shipping agents by PRF's instead of this money being used for delivery of SGW;



# Tariff-structure: reached consensus

- ▶ Payment waste fee based on gross-tonnage (GT)
  - ▶ Fixed part for “infrastructure” in port of PRF’s
  - ▶ Variable part depending on size (GT)
  - ▶ Smaller ships (short-sea) pay less
- ▶ Introduction reduced fees for “green ships”
- ▶ Free market model waste collectors as starting principle (instead of public tender)
- ▶ Payment of reimbursements to waste collectors; best practice is WDR used as condition for payment.



# Tariff-structure

In all ports different systems are in operation. In the end consensus was reached about an uniform structure. In red the elements, which can be different in each port.

## Fees:

€ **A** (fixed fee) + **f** (factor) x GT-value) (ceiling : **max. amount**)

€ **A1** + **f** x GT-value for small ships up to certain **GT-value**

Reduced fees (**certain percentage**) for environmentally friendly ships of all GT-sizes

(Environmentally friendly ships = main propulsion on MDO/Gasoil and/or LNG only. Less production of oily waste/sludge)

## Reimbursement Annex I to waste collector:

€ **B** (fixed) + € **Y**/ m<sup>3</sup> (up to 30 m<sup>3</sup>) From m<sup>3</sup> 31 € **X**/m<sup>3</sup> (lower)

Maximum m<sup>3</sup> (capacity sludge/bilge) as mentioned at the IOPP-certificate.

## Reimbursement Annex V to waste collector:

€ **C** (fixed) + € **Z**/m<sup>3</sup> (max. 12 m<sup>3</sup>), no cargo associated waste

Small chemical waste: up to a maximum amount of € **D**

# Example

## Fees:

€ 250 + 0,01 \* GT-value (ceiling :€ 550) for ships > 3000 GT

€ 125 + 0,01 x GT-value for ships up to 3000 GT

Reduced fee (75% of calculated fee) for environmentally friendly ships of all GT-sizes

(Environmentally friendly ships = main propulsion on MDO/Gasoil and/or LNG only. Less production of oily waste/sludge)

## Reimbursement Annex I to waste collector:

€ 200 (fixed) + € 10/ m<sup>3</sup> (up to 30 m<sup>3</sup>) From m<sup>3</sup> 31 € 5/m<sup>3</sup> (lower)

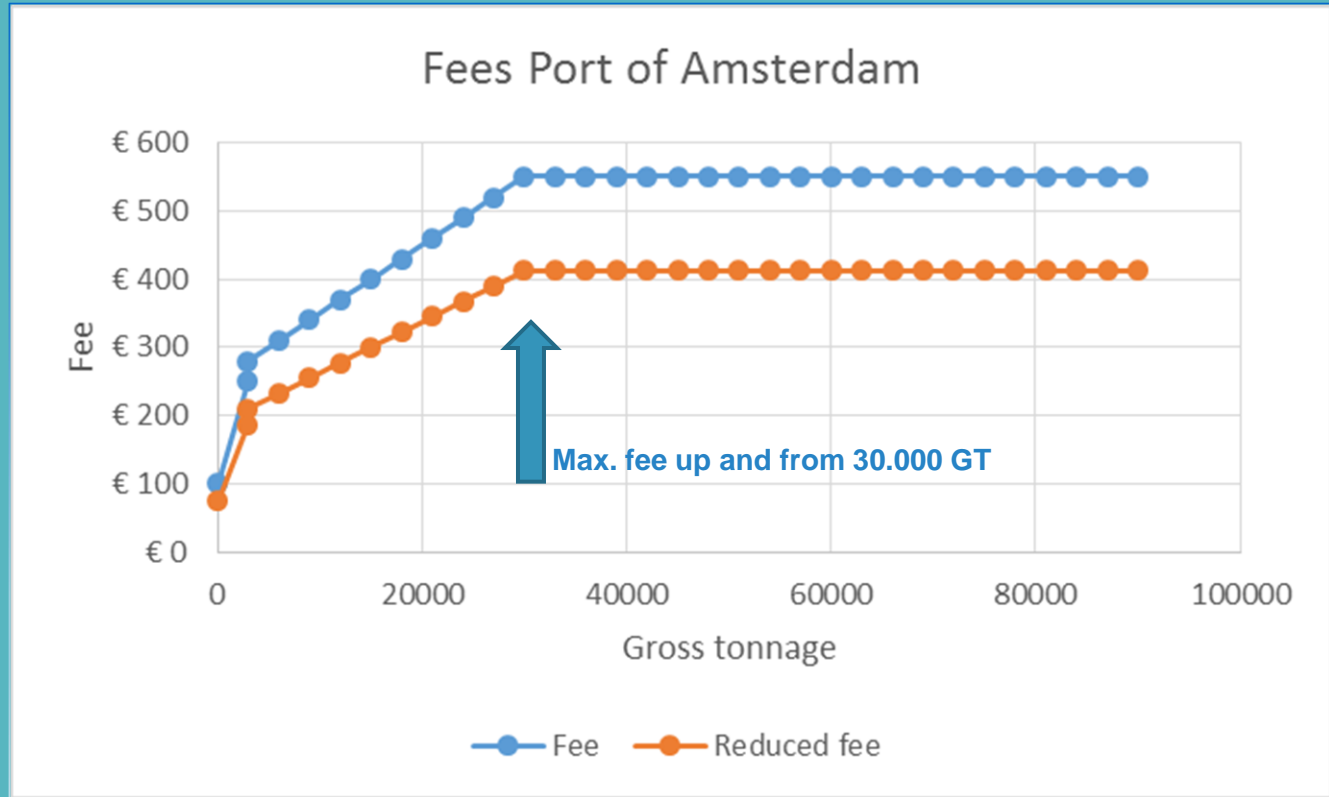
Maximum m<sup>3</sup> (capacity sludge/bilge) as mentioned at the IOPP-certificate.

## Reimbursement Annex V to waste collector:

€ 200(fixed) + € 25/m<sup>3</sup> (max. 12 m<sup>3</sup>), no cargo associated waste

Small chemical waste: up to a maximum amount of € 100

# Example fees port of Amsterdam



# Items in tariff-system for evaluation

- ▶ Reduced fees for “green ships”
  - ▶ SECA per 1/1/2015; short-sea vessel on MGO/MDO still considered a green ship?
  - ▶ Incinerators ? How to deal with those?
  - ▶ Separation of plastics aboard; reduced fee ?
- ▶ Free market model ↔ public tender
- ▶ Payment of reimbursements to waste collectors;
  - ▶ Developments in “annex I-market”; consequences ?
  - ▶ Quantity limit annex V: 6 or 12 m<sup>3</sup>?
  - ▶ Small chemical waste; need more attention ?
  - ▶ Which types of SGW to be reimbursed ?
    - ▶ E.g. : metal scrap / cargo-associated wastes are paid directly to the PRF; WDR is important !





# First results & barriers met

## Results in introducing same structure of the tariff-system:

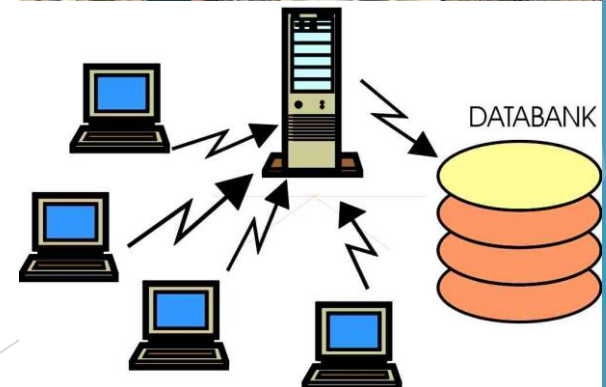
- ▶ Amsterdam: started in 2014, complete system
- ▶ Zeeland Seaports: started in 2014, fees only
- ▶ Rotterdam: introduction in 2016
- ▶ Groningen Seaports: considering
- ▶ Gent: started already in 2014
- ▶ Zeebrugge, Antwerp and Gent: per 1/1/2015

## Barriers (in time):

- ▶ ICT-challenges
- ▶ Existing financial systems and contracts
- ▶ Existing operational permits (quality issues)
- ▶ Specific port situation (especially smaller ports)

# Next steps tariff-structure

- ▶ Evaluation of consequences of the system.
- ▶ Investigate possibilities to equalize reimbursements and fees as second step.
- ▶ Culture shift: get rid of the idea, tariff-system for waste is an item of competition between ports.
- ▶ Attract more ports to use this tariff-system.
- ▶ Final step: realising the long term vision/idea:
  - ▶ All ports use one central intermediate organisation for at least:
    - ▶ invoices to ships (same fee in all ports)
    - ▶ payment to the PRF's in these ports (same reimbursement in all ports)
    - ▶ to register credit-points, which can be used for delivery of SGW in all ports.



# Quality issues of PRF's (1)

## ▶ Quality = important issue for cooperation:

- ▶ Level playing field for ports and PRF's
- ▶ High standard in service level (adequate= sustainable, efficient, transparent ,no delays etc.)
- ▶ Same procedures to smoothen administrative process

## ▶ Securing quality; possibilities a.o. by means of:

- ▶ European Directive 2000/59/EC and other relevant directives about a.o waste;
- ▶ National Legislation (environmental permits)
- ▶ Port Bye-Laws (operational permits)
- ▶ Port Waste and Handling Plans
- ▶ Contract (public tender)
- ▶ Green Deals



# Quality issues of PRF's (2)

## ► Categories of quality-issues

### 1. Administrative conditions

- a. Permits (environmental / operational)
- b. Register- and reporting requirements (e.g. WDR, financial procedures)
- c. Audit-requirements
- d. Transparency in tariffs

### 2. Environmental conditions

- a. Segregation of waste streams
- b. Further treatment / recycling / disposal
- c. Use of vapour return (liquids)





# Quality issues of PRF's (3)

## ► Categories of quality-issues

### 3. Operational conditions

- a. Service 24/7 guaranteed / planned
- b. Operational reporting (VHF/e-reporting)
- c. Use of “waste operational checklist” (like a bunker checklist)
- d. Available berths in port for own ships

### 4. Technical conditions

- a. Certified reception means (number, double hull, ADN (dangerous cargoes), pump speed)
- b. Type of engines (emission)
- c. Weighing equipment for the waste (kilograms/m<sup>3</sup>)
- d. Means in case of contingencies (leakage etc)





# Quality issues of PRF's (4)

## ► Categories of quality-issues

### 5. Organizational conditions

- a. Adequate education of staff/personell
- b. Financial capacity (paid up capital)
- c. Sufficiently insured
- d. Quality assurance system (ISO 9001 or other)
- e. Program for maintenance of equipment

Still to be discussed in the working group, including the possibilities to secure these and the time-frame.



# Summarize: work to be done

- ▶ Harmonise text and procedures of Port Waste Plans, especially quality criteria of PRF's.
- ▶ Work together as ports with PSC on smart enforcement & exchange of information.
- ▶ Evaluation of consequences of the tariff-system.
- ▶ Make more ports enthusiastic to introduce the new tariff-system.
- ▶ Final step: realising long term vision, in which ports act together as one geographical area for waste disposal.



# Invitation as a way forward

- ▶ For other ports to join this initiative....
- ▶ For the industry to give feedback and support...
- ▶ For the member states and EU to think along...
- ▶ Cooperation, patience and perseverance are needed !



- ▶ To ask for more detailed information,  
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