HELCOM and Baltic Sea Port Reception Facilities

Monika Stankiewicz, Executive Secretary HELCOM
Convention on the Protection of the Marine Environment of the Baltic Sea Area

- International treaty law
- Ratified by all Baltic Sea coastal states and the EU (i.e. part of EU aquis)
- Established HELCOM in 1980 (which i.a. issues “Recommendations”)

The 1992 Helsinki Convention entered into force on 17 January 2000
Example: Regulation 6
Mandatory discharge of all wastes to a port reception facility
Before leaving port ships shall discharge all ship-generated wastes, which are not allowed to be discharged into the sea in the Baltic Sea Area in accordance with MARPOL 73/78 and this Convention, to a port reception facility. Before leaving port all cargo residues shall be discharged to a port reception facility in accordance with the requirements of MARPOL 73/78.
Today two regional frameworks

• **HELCOM**
  Early HELCOM Recommendations (1/1 from 1980++)
  Baltic Sea Strategy on PRF 1996
  “No-Special-Fee” (NSF) Recommendation 1998
  Mandatory discharge of wastes to PRF, Regulation 6, Annex IV of Helsinki Convention, 2000

• **EU Directive on PRF 2000/59**
  ...both of these go beyond MARPOL
Implementation synergies

- After 40 years PRFs are better - even if continue to be implemented in various ways in Baltic Ports (including NSF)

- EU PRF Directive 2000/59 + funding has provided incentive to further develop PRFs in Baltic EU ports

- Environmental differentiated fees - reduced fees for vessels with less, segregated and/or treated waste - an important evolution
Example: Baltic Sea as a MARPOL ANNEX IV (sewage) ”special area”

- 2007 Decision as part of HELCOM Ministerial Meeting (”Baltic Sea Action Plan”)
- 2007 - Documents prepared within HELCOM MARITIME
- 2010 Submitted to IMO
- 2011 Baltic designated as a Special Area
- Next step - Notification to IMO on sewage PRFs
Sewage PRF implementation

• Delivery possible in all Baltic Cruise Ports – some NSF, some not
• Good facilities in most popular destinations
• Further investments needed to provide more fixed links (Incentives? Who should pay? )
• Mobile units will likely remain an alternative in some ports – a business opportunity?
• Some MWWTPs have had questions regarding quality of ship sewage - clarified
Challenges

• What to do with "fringe visits"?

- High passenger capacity
- Long trip from previous port
- Short stay at berth

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